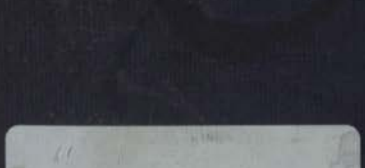
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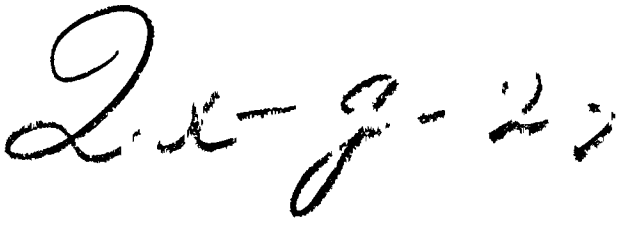

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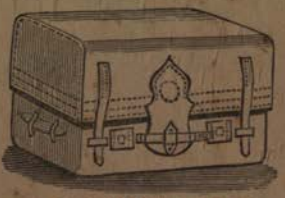

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PREFACE.

THE utility of the book is manifold. The traveller has but to turn to the port or city he wishes to reach, in order to find under its head a route to take him to it. The merchant and shipper will have before him the ports all over the globe, whence and whereto merchandise is shipped by the different Ocean Steamship Companies, of whose operations the elaborate Tables at the end of the volume give an exhaustive synopsis; showing, in each case, the port of departure, the intermediate port, and connecting ocean steam line; with full particulars of through-fares, departures homeward, and Companies' Agents at the ports of destination. To the general public it gives geographical, maritime, consular, and parliamentary information, as well as being a condensed handbook for travel at home and abroad.

Under the head of the capital of each country, state, or colony will be found the necessary postal and monetary information; in every foreign port or city where Gt. Britain is represented, the Consul is given; in English places, under the head of the boroughs and county towns where the elections take place, the Members of Parliament, their political party, and residences in London; and in every place, both at home and abroad, the cost of telegraphic communication from the Metropolis.

The omission in English places of the T. M. (Telegraphic Message) shows that the cost from and to London for a telegraphic message is 1*s.* only. For messages from the Provinces for abroad, 1*s.* must be added.

The Editor herewith begs to tender his best thanks to all who have given him assistance and information; foremost,

to the Secretaries of the great Ocean Steamship Companies (*see* page 418), who have verified the operations of their respective steam fleets, as set forth in the extensive Tables at the end of the volume. Thanks are equally due to the Consuls representing Foreign States in the Metropolis; to the Officers of the Crown and Foreign Office; to the Under-Sheriffs of Counties; and to the Secretaries of Railway and Telegraph Companies, for the ready courtesy with which essential particulars were given.

For topographical matter the work is indebted to the valuable Gazetteers and Geographical Dictionaries of A. K. Johnston, J. R. M'Culloch, Dr. W. G. Blackie, and N. E. S. A. Hamilton. The '*Dictionnaire Universel, par M. N. Bouillet*;' the Gazetteers of Dr. R. Brookes, Guthrie, &c., have likewise been consulted.

For trade statistics the 'Commercial Reports received at the Foreign Office from Her Majesty's Consuls' have been found valuable sources, supplemented by 'The Returns relating to Shipping,' by the Registrar General of Shipping and Seamen,' 'The Merchant's Handbook,' by W. A. Browne, LL.D. (E. Stanford, Charing Cross), &c. Where personal knowledge has fallen short, in the extension of Indian railways, &c., 'The Indian Traveller's Guide' (Bombay; and Street's, Cornhill) has proved eminently useful; for American routes, 'Appleton's Handbook' (New York; and Trübner's, Paternoster Row). To the authors and proprietors of each and all of the above-named publications the Editor expresses his grateful acknowledgments.

Memoranda of omissions, errors, or noteworthy facts for future editions, will receive careful attention; and should be addressed to the Editor, Palace Hotel, Buckingham Gate, London, S.W.

For latest information, *see* ADDENDA, over-leaf.

ABBREVIATIONS.

A.M.	(*ante meridiem*), before noon.
Arr.	Arrival.
B.	Bank: l. b., left bank; r. b., right bank.
Br.	British.
C.	Cent.
(C.)	Conservative.
Cap.	Capital.
Co., cos.	County, counties.
Dep.	Département (for trains, Departure).
E., E.C.	East, Eastern Central.
E. I.	East Indies.
Fah.	Fahrenheit.
Fl.	Florin.
Fr.	Franc.
Ft.	Feet or foot.
Gt.	Great.
H. B. M. C., or V. C.	Her Britannic Majesty's Consul or Vice-Consul.
H. of C.	House of Commons.
I.	Island, or Isle.
Kr.	Kreutzer.
Lat.	Latitude.
(L.)	Liberal.
Lon.	Longitude.
M.	Mile.
M. P.	Member of Parliament.
N., N.E.	North, North-East.
Parl.	Parliamentary.
P. or Pop.	Population.
P.M.	(*post meridiem*), after noon
R.	Railway.
S. S. Co.	Steam Ship Company.
St.	Saint.
S., S.E.	South, South-east.
T. M.	Telegraphic Message.
U. S.	United States.
W., W.C.	West, Western Central.
W. I.	West Indies.

ADDENDA AND ERRATA.

☞ *The night-mail train from London now leaves Charing Cross station at 8.45 p.m., 10 minutes later than the mail train from Victoria station. Passengers by both lines cross the Channel in the same boat.*

CADIZ, p. 80, is the port of departure of the steamers of Messrs. A. Lopez & Co., on the 15th and 30th of each month, for Porto Rico (150 dols.), Havannah (180 dols.), and Vera Cruz (231 dols.).

CAITHNESS, p. 82.—*For* "county members," *read* "county member."

CHESTER, p. 102.—Seat vacant, through Earl Grosvenor taking the seat of the late Marquis of Westminster in the House of Lords.

GLASGOW, p. 165.—The seat for the Glasgow and Aberdeen Universities is vacant.

OUR OCEAN HIGHWAYS.

PART I.

AARHUUS, a sea-port of Denmark, chief town of the diocese of Aarhuus, on the E. coast of Jutland and 25 m. S.E. Viborg; lat. 56° 11′ N., lon. 10° 16′ E. Pop. 15,000. Bishopric founded by Othon; cathedral, of the 13th century, and the handsomest in Denmark. Public library; museum of antiquities. Chief articles of commerce: beer, whisky, tobacco, and gloves.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Brussels, Cologne, Hanover, and Hamburgh. Thence by rail *viâ* Neumunster, Flensburg, and Friedericia.

Telegraphic Message from London, 5*s*.

ABBEOKUTA. For consul, &c., *see* **TRIPOLI.**

ABBEVILLE, a sea-port of France, and chief town of dép. Somme, on the Somme, formerly cap. of the co. of Ponthieu, in Picardy, 37 m. N.W. Amiens, and on the rail between that city and Boulogne (*Chemin de fer du Nord*); lat. 50° 7′ N., lon. 1° 50′ E. Pop. 21,000. Chief buildings: fine Gothic cathedral of St. Wulfram, foundling hospital, barracks. Manufactures: carpets, cotton, &c.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8 35 P.M., *viâ* Dover, Calais, and Boulogne; or *viâ* Folkestone and Boulogne (tidal service).

Hôtel de France.

T. M. from London, 3*s*. 4*d*.

ABBOTSFORD, Scotland, the favourite residence of Sir Walter Scott, upon the r. b. of the Tweed, and ½ m. from its confluence with the Ettrick, 36 m. from Edinburgh and 437 m.

from London by London and N.-Western railway. The seat is the property of Hope Scott, Esq., Q.C.

Carriages wait arrival of trains at nearest station, Melrose (*which see*).

ABERDEEN, a sea-port of Scotland, between the Don and Dee, at their entrance into the North Sea, 90 m. N.N.E. Edinburgh, 58 m. N.E. St. Andrew's, and 542¾ m. from London by Gt. Northern railway; lat. 57° 8′ N., lon. 2° 5′ W. Pop. 80,000. The city consists of two parts: Old Aberdeen and New Aberdeen. Old Aberdeen stands near the mouth of the Don, about 1 m. from New Aberdeen; and there are two bridges across the river. Principal buildings: the cathedral, the town-house, and the trades' college. New Aberdeen lies at the mouth of the Dee; has likewise two bridges, and a good harbour, at the entrance of which is Girdlestone lighthouse.

The city of New Aberdeen has fine wide streets; many houses are built of granite, and the public buildings are handsome, especially Marischal College, the court-house, town-house, and prison. The port carries on considerable trade with foreign parts and coastwise. It sends salmon, granite, &c., to London. Manufactures: woollen, linen, and cotton; besides carpets, paper, sail-cloth, &c.

2929 vessels entered and cleared the port of Aberdeen last year, with a tonnage of 573,650 tons.

Members of Parliament:—COUNTY; *East*, W. Dingwall Fordyce, Esq. (L.), London residence, Reform Club, S.W.; *West*, W. McCombie, Esq. (L.), London residence, 61, Sloane Street, W. CITY; Col. W. H. Sykes (L.), London residence, 47, Albion Street, Hyde Park, W.

Steamers of the Aberdeen Steam Navigation Company (257, Wapping, E.) leave Aberdeen Steam Wharf, London, E.C., for Aberdeen, on Wednesdays and Saturdays; returning from Aberdeen (87, Waterloo Quay), Wednesdays and Saturdays; fare, 25*s.* 1st cabin. Steamers leave Aberdeen for Newcastle every Tuesday, returning from thence on Fridays; fare, 10*s.* 1st cabin. Steamers leave Aberdeen for Hull on alternate Mondays and Wednesdays, returning from Hull to Aberdeen alternate Mondays and Wednesdays; fare, 15*s.* 1st cabin. Steamers leave Aberdeen for Thurso, *viâ* Wick, alternate Mondays and Tuesdays, returning every Thursday; fare, 16*s.* 1st cabin. Steamers ply direct between Aberdeen and Wick twice a-week; fare, 6*s.* 1st cabin.

Rail from London (King's Cross station), 10 A.M.; 8.12 and 9.15 P.M. (except Saturday). Fare, 80*s.* 1st cl.

Hotel:—Royal.

T. M. from London, 2*s.*

ABERYSTWITH, a sea-port and watering-place of Wales, Cardiganshire, on the Riddle, 30 m. N.E. Cardigan and 234½ m. from London by Gt. Western railway; lat. 52° 24′ N., lon. 4° 6′ W. Pop. 7000.

745 vessels, of 45,254 tons, entered and cleared the port of Aberystwith during last year. Imports: timber, coal, and lime. Exports: lead, oak, barley, flannel, and corn.

Rail from London (Paddington station), 6, 8, and 10 A.M.; 12.30, 3.30, and 6.20 P.M. Fare, 44*s.* 1st cl.

Hotel:—Queen's.

T. M. from London, 1*s.* 6*d.*

ABINGDON, a town and parliamentary borough of England, co. Berks, 7 m. S.W. of Oxford and 60 m. N.W. of London by Gt. Western railway; lat. 51° 41′ N., lon. 1° 16′ W. Pop. 6000.

Members of Parliament:—COUNTY; Lt.-Col. R. J. L. Lindsay (C.), London residence, 2, Carlton Gardens, S.W.; Richard Benyon, Esq. (C.), London residence, 17, Grosvenor Square, W.; John Walter, Esq. (L.), 40, Upper Grosvenor Street, W. CITY; Col. Hon. C. H. Lindsay (C.), London residence, Buckingham Palace Hotel, Buckingham Gate, S.W.

Rail from London (Paddington station), 6, 8, 9.15, and 10.10 A.M.; 2, 2.35, 4.50, 5.10, and 7 P.M. Fare, 10*s.* 10*d.* 1st cl.

Hotel:—Crown and Thistle.

ABO (pronounced Obo), a sea-port of Russian Finland, at the mouth of the river Aura, at junction of the gulfs of Bothnia and Finland, 140 m. N.E. Stockholm; lat. 60° 27′ N., lon. 22° 17′ E. Pop. 20,000. It is a bishop's see, and was formerly the cap. of Finland. Its harbour is good.

Consul:—William Crichton, Esq.

Steamers ply weekly from Lubeck and Stockholm to Abo.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Brussels, Cologne, Hanover, and Hamburgh. Thence by rail from Altona to Kiel, steamer to Corsoer, rail to Copenhagen, steamer to Malmoe, rail to Stockholm, steamer to Abo.

T. M. from London, 10*s.*

ACAJUTLA, a port of the republic of San Salvador, Central America; lat. 13° 39′ N., lon. 89° 45′ W.

For steamers, *see* Table.

ACAPULCO, a sea-port of Mexico, on the coast of the Pacific Ocean, 190 m. S.S.W. Mexico; lat. 16° 50′ N., lon. 99° 52′ W. Pop. 4000. The harbour is very commodious.

For steamers, *see* Table.

ACCRAH, or **ACRA**, a sea-port of Africa, on the Gold Coast, Fort St. James, in lat. 5° 31′ N., lon. 0° 11′ W.

For steamers, *see* Table.

Letters from England to Accrah, under ½ oz., 6*d.*; 1 oz., 1*s.*; registr. fee, 4*d.*; newspapers, 1*d.*

ACRE, ST. JEAN D'ACRE (formerly called Ptolemais), a sea-port of Syria, on the E. coast of the Mediterranean, 28 m. S. Tyre and 37 m. N. Jerusalem; lat. 32° 48′ N., lon. 35° 2′ E. Pop. 10,000.

Consul:—Moses d'A. Finzi, Esq.

For route, *see* CAIPHA; thence by horse, 6 m.

ADALIAH, or **SATALIEH**, a sea-port of Turkey in Asia, Anatolia, near the mouth of the Douden-sou; lat. 36° 55′ N., lon. 30° 47′ E. Pop. 10,000. The country around is very fertile, and produces large quantities of citrons and oranges. It is 150 m. S.W. Koniah and 270 m. S. by E. Constantinople.

Consul:—

Occasional communication by sailing vessel with the port of London.

T. M. from London, 15*s.* 6*d.*

ADELAIDE, or **PORT ADELAIDE**, the capital of the British colony of South Australia, about 7 m. from its port, with which it is connected by a railway; lat. 35° 0′ S., lon. 138° 35′ E. Pop. 60,000. PORT ADELAIDE is a free port, and its trade is increasing rapidly. It already exports more than 10 million lbs. of wool annually. Within 90 m. from Adelaide is the celebrated Burra Burra copper mine, the richest in the world.

For steamers, *viâ* King George's Sound, *see* Table.

ADEN, a sea-port of Arabia, 118 m. E. the Straits of Babelmandeb; lat. 12° 40′ N., lon. 44° 57′ E. Pop. 30,000. Its position has made it a point of primary importance in the direct trade between Europe and the East. Aden is a coaling station for the steamers of the Peninsular and Oriental Steam Navigation Co. and for those of the Messageries Impériales. It has some trade with Mocha and the ports on the Red Sea. The sheep brought from the interior resemble those at the Cape, having very large tails. Aden depends entirely for its supplies on the interior, as it is utterly barren. The fortifications constructed by the English are of great strength, which, added to its natural position, render it almost impregnable.

Steamers of the Bombay and Bengal Steamship Company leave Suez for Aden, 1st, *en route* to Bombay.

For steamers from Europe, *see* Table.

Letters from England to Aden, *viâ* Marseilles, under ½ oz., 1*s.* 1*d.*; 1 oz., 2*s.* 2*d.*; newspapers, not exceeding 4 oz., 3*d.* *Viâ* Southampton, under ½ oz., 9*d.*; 1 oz., 1*s.* 6*d.*; newspapers, 2*d.*, not exceeding 4 oz.; registr. fee, 4*d.*

Hotel:—Prince of Wales.

T. M. from London, *viâ* Suez (including postage), 36*s.*

ADRIANOPLE (Hadrianopolis), a celebrated river-port of Turkey in Europe, prov. Roumelia, 135 m. N.W. Constantinople; lat. 41° 41′ N., lon. 26° 33′ E. Pop. 100,000. It is built upon a noble plain, on the banks of the Marissa. Vast plantations of the mulberry-tree have of late years been formed in the vicinity of Adrianople, and extensive cocooneries exist in this silk-producing district, having yielded a value in 1868 of 12 millions of piastres. But a small portion of the Adrianople silk crop is manufactured in the country; most of it is exported raw, principally to France. The amount of grain exported, 1868, was 7,000,000 kilos., equal 875,000 cwt., value about 1,000,000*l.*

Consul:—John Elijah Blunt, Esq.

For route, *see* BURGAS; thence by sailing-packet.

T. M. from London, 9*s.*

AGRA, or **AKBARABAD** (the city of Akbar), the capital of the N.W. Provinces of India, lies on the right bank of the Jumna; lat. 27° 12′ N., lon. 78° 10′ E. Overland route from London to Calcutta, 7796 m., from which it lies 905 m. N.W. by the E. Indian railway. Pop. 100,000. The lieutenant-governor has his residence here, and the civil and military cantonments are very extensive. The fort is of red sandstone, and sheltered the European residents and garrison during the great mutiny. The bazaars are well filled, and there are several European and Parsee merchants having large establishments.

Agra boasts of two buildings which are unparalleled for magnificent beauty. The one, the Taje Mahal, a mausoleum built in the 17th century by the Emperor Shah Jehan in commemoration of his favourite queen, Noor Jehan; the other, the mausoleum built by the Emperor Jehangir, in memory of his father, Akbar the Great.

Route, from Calcutta by E. Indian railway; or *viâ* Bombay by Gt. Indian Peninsular railway, and Mhow, Indore, Goona, and Gwalior.

T. M. from London, 57*s.*

AIX (Aquæ Sextiæ), dép. Bouches-du-Rhône, France, 530 m. from Paris, on the Paris and Mediterranean railway, 40 m. S.W. Avignon; lat. 43° 30′ N., lon. 5° 25′ E. Pop. 30,000. It is an ancient and handsome town, the see of an archbishop, and

is celebrated for its hot mineral springs. Principal buildings: cathedral, town-hall, museum. &c.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Paris (arr. *Chemin de fer du Nord*, dep. *Chemin de fer de Lyon*), Valence, Lyons, Avignon, and Rognac (junc.).

Hotel:—Des Princes.

T. M. from London, 3*s.* 4*d.*

AIX-LA-CHAPELLE, or **AACHEN**, a city of Prussia; lat. 50° 46′ N., lon. 6° 5′ E. Pop. 65,000. It is delightfully situated in a valley surrounded by mountains, 17 m. N. Limburg and 23 m. N.E. Liege, on the railway between the latter place and Cologne, from which it is distant 40 m. It has become famous through its mineral waters, and was once the residence of the Emperor Charlemagne, whose remains lie interred in the church of Notre Dame. There are several important factories in the vicinity; the Aix-la-Chapelle needles have a continental reputation.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Lille, Brussels, and Verviers. Through fare, 64*s.* 4*d.* 1st cl. Or, *viâ* Dover and Ostend, 61*s.* 3*d.*

Hotel:—Nuellens.

T. M. from London, 6*s.*

AJACCIO, a sea-port of Corsica, of which it is the capital, built on the gulf of which it bears the name; lat. 41° 54′ N., lon. 8° 44′ E. Pop. 15,000. On the occasion of the centenary anniversary of the Emperor Napoleon I.'s birth, the Empress of the French with the Prince Imperial paid a visit to Ajaccio in August, 1869. During the months between November and June the climate is salubrious in Ajaccio, but between the months of June and November it is death to sleep in the plains. The lagoons of Corsica then emit deadly malaria, which have destroyed thousands of emigrants who have attempted to settle in the plains.

The commercial capital of Corsica is BASTIA (*which see*). The trade of Corsica is, and has been, paralyzed for some years, by the failure of her harvests. The shipment of timber, resin, turpentine, charcoal, &c., the produce of the forests, has been the only source of income last year, amounting to 75,000*l.*

Steamers of Marc Fraissinet, père et fils, leave Marseilles for Ajaccio every Sunday, 9 A.M.; fare, 30 fr. 1st cl. Steamers leave Ajaccio for Nice, calling at Bastia, Saturdays, 7 P.M.; returning every Wednesday, 7 P.M.

Consul:—J. Susini, Esq.

T. M. from London, 4*s.* 2*d.*

AKYAB, a sea-port of India, capital of province of Arracan; lat. 20° 8′ 24″ N., lon. 92° 54′ E. Pop. 10,000. The harbour has good and safe anchorage. The commerce of Akyab is steadily increasing, and promises to become of great importance, especially as regards its shipments of rice to various ports in the East, to Europe, and to America.

Through fare from Southampton, *viâ* Calcutta (for steamers, *see* Table) and British India Steam Navigation Company's steamers, 104*l*.

T. M. from London, 61*s*.

ALBANY, U. S., capital of New York, on the W. bank of the Hudson, 154 m. N. New York; lat. 42° 30′ N., lon. 74° W. Pop. 70,000. Seen from the river, the city has a very fine appearance. It rises gradually from a low and flat shore to an elevation of more than 200 ft., on which stands the state capitol. Besides it, the city-hall, the state-house, cathedral, church of St. Joseph, state arsenal, penitentiary, and hospital, are the most prominent buildings. The state library, with upwards of 50,000 vols., the Dudley observatory, university, Albany institute, and orphan asylum, are the most noteworthy public institutions.

Trains leave Albany for New York, *viâ* Haarlem and Hudson River railways, every hour; and for Boston, by the Massachusetts railway, several times a-day. The steamers down the Hudson leave Albany at 7.30 A.M. and 8 P.M.

Hotel:—The Delavan House.

T. M. from London, ten words (including addresses), 32*s*. 6*d*., and 3*s*. for each additional word.

ALBANY (Port and Island), Australia, Queensland, a short distance S.E. of Cape York, the N.E. extremity of the continent; lat. 10° 40′ S., lon. 142° 35′ E. PORT ALBANY, on the mainland, affords secure anchorage. It is an intermediate station for steam communication between Batavia and Sydney, *viâ* Coepang and Brisbane (*which see*).

ALBANY (S. W. Australia), *see* **KING GEORGE'S SOUND.**

ALDERNEY, an island in the English Channel, off the coast of Normandy, and separated from it by the Race of Alderney. Pop. 5000. The CASKETS, a group of rocks, lie within this strait, and serve to render the passage very perilous; a lighthouse has been erected on the highest, in lat. 49° 43′ N., lon. 2° 22′ W.

Route from London (Waterloo), by rail to Southampton; thence steamer, *viâ* Guernsey, every week-day except Tuesday.

Hotel:—Scott's.

T. M. from London, 7*s*. 6*d*.

ALDERSHOT, town and military camp, in England, co. Hants, 51 m. from London.

Rail from London (Charing Cross station), 6, 9.38, and 11.5 A.M.; 2.25 and 6.3 P.M. Fare, 5*s.* 1st cl.

Hotel:—Imperial.

ALENÇON, a handsome city of France, chief town of the dép. of Orne, on the river Sarthe, 27 m. N. of Mans, on the railway between that town and Caen; lat. 48° 24′ N., lon. 0° 5′ E. Pop. 16,000. Its principal buildings are the cathedral, hôtel de ville, theatre, hospital, &c. It possesses some very important manufactures of cotton and muslins; and the lace, of European reputation, called 'Point d'Alençon,' is made here.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Paris (arr. *Chemin de fer du Nord*, dep. *Chemin de fer de l'Ouest*), Versailles, Chartres, Le Mans, and Alençon; or Versailles, Dreux, l'Aigle, and Séez (junc.).

Hotel:—Grand Cerf.

T. M. from London, 3*s.* 4*d.*

ALEPPO, cap. of Syria, in Asiatic Turkey, on the Koeik, 170 m. N.E. Damascus and 70 m. E. Alexandretta, its port (*which see*); lat. 36° 11′ 25″ N., lon. 37° 10′ E. Pop. 100,000. It is the great emporium and centre of Ottoman commerce, from whence European goods find their way by caravan to all parts of the interior of India and Persia. Aleppo is built upon the slope of some Lills in the centre of a pleasant plain, the castle standing on the highest, and commanding the city. Good water is plentiful, brought by means of an aqueduct, built by the Empress Helena, from springs about 6 m. distant. The commerce of Aleppo is considerable, especially in silks, camlets, gold and silver tissues, of which there are several manufactories.

The consular report on the commerce of Aleppo during last year is very discouraging. The want of proper roads renders transport expensive, so that the merchant cannot export any cereals from this port with profit. Only 17,000 bales of British goods were imported here during the year 1868, while in previous years the amount was twice as great. The people are poor and overtaxed; they cannot afford luxuries, and but very little sugar or tea is imported. Of wool only 22,000 bales were shipped in 1868 against 35,000 in previous years. This is attributable to the increased importation of Australian wool. Of gall-nuts, which were formerly exported in large quantities from this port, only 5000 sacks were exported to Liverpool and Marseilles, the chemical inventions for dyeing having lessened

the demand for gall-nuts, of which in former years 12,000 sacks were exported. Our imports from Syria amounted to 85,361*l.* last year, and our exports to Syria to 1,150,804*l.* in previous year.

Consul:—James Henry Skene, Esq.

For steamers, *see* ALEXANDRETTA; thence by horse.

Letters from England to Aleppo, *viâ* Marseilles, under ¼ oz., 6*d.*; ½ oz., 1*s.*; ¾ oz., 1*s.* 6*d.*; 1 oz., 2*s.*; registr. fee, none; newspapers, 2*d.* each, not exceeding 4 oz.

T. M. from London, 15*s.* 6*d.*

ALESSANDRIA, a city and fortress of N. Italy, on the Tanaro, 35 m. N.W. Genoa, on the railway between that city and Turin; lat. 44° 54′ N., lon. 8° 38′ E. Pop. 60,000. It is a bishop's see, and the Duomo is a very richly decorated and handsome church. The fortress, built in 1178, in memory of Pope Alexander, is one of the strongest in Italy. The celebrated battle of Marengo was fought on 10th June, 1800, near a village distant 2 m. from Alessandria, and upon its issue the city was ceded to the French. There are a few manufactures of silk and woollen goods and coarse linen.

At the exhibition of Italian wines, held at Alessandria in November, 1867, the wines grown in the district surrounding the city carried off the highest prizes of Italian wines, *viz.* two gold medals; and it is stated by the British consul that well-made Italian wines have stood the test of long voyages to India; so that there is every hope that the Italian wine trade will prove a source of profitable investment for the British and American merchant.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Paris (arr. *Chemin de fer du Nord*, dep. *Chemin de fer de Lyon*), Dijon, Macon, Culoz, Chambery, Mont Cenis, Susa, and Turin.

Hotel:—L'Univers.

T. M. from London, 7*s.* 6*d.*

ALEXANDRETTA, or **ISKANDEROON**, a sea-port of Syria, on the E. coast of the bay of same name, 23 m. N. Antioch; lat. 36° 5′ N., lon. 36° 15″ E. Pop. 5000. It is the port of ALEPPO (*which see*).

Consul:—Dr. E. Grabscheid.

The steamers of the Messageries Impériales leave Marseilles for Alexandretta, 8th, 18th, 28th, 4 P.M.; returning 3rd, 13th, 23rd, 8 P.M. Fare, 564 fr. 1st cl.; through fare from London, *viâ* Dover, Calais, and Marseilles, 27*l.* 11*s.* 3*d.* Steamers of Messrs. J. Moss & Co., Liverpool, leave Liverpool for Alexan-

dretta once a-week; fare, 16*l.* 16*s.* Steamers of Papayanni, Brothers, Liverpool, leave Liverpool for Alexandretta every 10 days.

T. M. from London, 15*s.* 6*d.*

ALEXANDRIA, a sea-port and famous city of Egypt, distant about 131 m. by rail from Cairo; lat. 31° 11′ 31″ N., lon. 29° 5′ E. Pop. 180,000. The new city of Alexandria is in every way uneastern in its appearance, the European element having completely submerged every remnant of ancient and local tradition. Were it not for Pompey's Pillar and Cleopatra's Needle, still standing monuments of earlier ages, the traveller would imagine himself landed in some French or Italian city. The great square is surrounded by handsome houses, the residences of the European consular bodies and mercantile community. The English church, a plain but commodious edifice, stands at one of the extremities of the square. The roads round the city, especially that to Ramleh, are planted with trees; and some of the villa residences in the vicinity are very handsome edifices, and constructed with every modern European appliance, to ensure both luxury and comfort. The native portion of the city is, like that of all Eastern cities, dirty and dingy.

The Mahmoudieh canal, connecting Alexandria with the Nile, at Kafir el Lais, and which cost the lives of so many of the Egyptian peasantry while in course of construction, still serves to supplement the Cairo railway.

The total number of vessels of all nations which arrived in 1868 at Alexandria was 3181, of 1,746,902 tons. The total value of imports during the same year amounted to 6,089,980*l.*; those from England consisting principally of machinery, iron, bale goods, copper, and coals. The exports, in 1868, amounted to 9,964,200*l.*, of which cotton was the most important item, namely, 6,642,060*l.* Of cereals, 1,048,687 quarters were exported, value 1,679,130*l.*; wheat and beans forming the largest items.

Agent and Consul-General:—Colonel Eduard Stanton, C.B. Consul:—George E. Stanley, Esq. Vice-Consul:—Henry Hunter Calvert, Esq.

The shortest sea route from Southampton to Alexandria is 2960 m.; the average time by steam, 11 days. The time occupied by rail, between Alexandria and Suez, is about 12 hours. Through fare for overland passengers, 90*s.*; children half. There are three departures daily from Alexandria to Cairo, and there are 10 stations *en route*; the principal is Kafr-ez Zayat (Buffet). Fare from Alexandria to Cairo is 134 piastres 30 paras. Time of transit, 4½ hours by express.

Steamers of the Austrian Lloyd's leave Constantinople for Alexandria, Thursdays, 4 P.M. (Syrian line and Egyptian line);

returning Fridays, 11 A.M., and Thursdays, 4 P.M. (Constantinople and Smyrna)—fare, 10*l.* 13*s.* 1st cl. Steamers of the Messageries Impériales leave Marseilles for Alexandria, 8th, 18th, and 28th, at 4.30 P.M.: returning, 7th, 17th, and 27th, 2 P.M.—fare, 457 fr. 1st cl. (Syrian line). Steamers of the Italian Steamship Co. (R. Rubattino & Co., Genoa) leave Alexandria, 1st and 15th, for Livorno and Genoa, calling at Messina and Naples. Steamers of J. Bibby, Sons, & Co., 22, Water Street, Liverpool, leave Liverpool for Alexandria, Saturdays—fare, 16*l.*; those of Messrs. Moss & Co., for Alexandria, 8th and 20th—fare, 16*l.* 16*s.* 1st cl.; through fare from London, by rail (Charing Cross and Cannon Street), *viâ* Dover, Calais, Marseilles, and steamer (Messageries Impériales), 23*l.* 11*s.* 3*d.* The steamers of Messrs. Moss & Co., Liverpool, connecting with the Bombay and Bengal Steam Navigation Co.'s steamers plying between Bombay and Suez, leave Alexandria for Liverpool and intermediate ports twice a-month—fare to Liverpool, 15*l.* 1st cl. Steamers of Marc Fraissinet, père et fils, leave Marseilles for Alexandria, Wednesdays, 9 A.M.—fare, 300 fr. 1st cl. (correspondence with the Bombay and Bengal Steamship Co.'s steamers at Suez).

For mail steamers from Europe, *see* Table.

Letters from England to Alexandria, *viâ* Marseilles, under ¼ oz., 6*d.*; ½ oz., 1*s.*; ¾ oz., 1*s.* 6*d.*; 1 oz., 2*s.*; newspapers, 2*d.*, not exceeding 4 oz. *Viâ* Southampton, under ½ oz., 6*d.*; 1 oz., 1*s.*; registr. fee, 4*d.*; newspapers, 1*d.* *Viâ* Belgium and Trieste, under ½ oz., 9*d.*; 1 oz., 1*s.* 6*d.*; newspapers, 3*d.*, not exceeding 4 oz. *Viâ* France and Trieste, under ¼ oz., 8*d.*; ½ oz., 1*s.* 2*d.*; ¾ oz., 1*s.* 10*d.*; 1 oz., 2*s.* 4*d.*; newspapers, 3*d.*, not exceeding 4 oz.; registr. fee, 4*d.*

Money of all nations is current at Alexandria. The sovereign is worth from 97 to 98 piastres. A piastre is equal to 40 paras, or 2½*d.* The Egyptian sovereign is worth 1*l.* 1*s.*

Hôtel de l'Europe.

T. M. from London, 1*l.* 8*s.* 6*d.*

ALGESIRAS, a sea-port of Spain, Andalusia, situated on the bay of Gibraltar and 6 m. W. of it; lat. 36° 8′ N., lon. 5° 27′ W. Pop. 12,000. The palace of the Alcalde and the military hospital are the only edifices worthy of note. The harbour is good and much frequented.

Steamers of the Spanish Company (Vincesa & Co., of Seville) leave Cadiz (*which see*) for Algesiras, Fridays, arriving on Sundays. There is a steam-ferry between Gibraltar and this port.

T. M. from London, 7*s.* 6*d.*

ALGIERS, a sea-port and cap. of the French possessions in Africa, on the Mediterranean; lat. 36° 47′ N., lon. 3° 5′ E.

Pop. 80,000. It lies on the slope of a mountain, in the form of an amphitheatre, headed by a castle, and has a very fine appearance from the sea.

The French have effected wonders within the city. The streets are wide; many of the houses are handsome edifices; and the shops are well stocked with the usual commodities and articles of luxury. Palaces, churches, mosques, cafés, theatres, all serve to form a *coup d'œil* of varied interest.

During the year 1866-67, a drought and consequent famine swept away 200,000 natives; the harvest of 1867-68 was, however, abundant throughout the colony. 80,000 qrs. of grain were produced. Colonization makes but slow progress, notwithstanding facilities offered by Government, which publicly sells land, divided according to quality into four classes, and allows the purchaser to pay by annual instalments. Tobacco, olives, and silk are cultivated, the former to some extent; nearly 10,000 lbs. of the latter were sold last year at an average price of 3*s.* 5*d.* per lb. The imports, consisting principally of spirits and wine, cotton manufactures, corn, timber, building materials, &c., have reached the figure of 200,000,000 francs annually, against 5,000,000 fr. in 1830; the exports, mostly raw wool, cotton, tobacco, oil, hides, bones, &c., to 100,000,000 fr., against 1,000,000 fr. in 1830. France supplies 90 per cent. of all the wants of her colony with her own ships. The manufactures consist chiefly of silk stuffs, woollen cloths, carpets, jewellery, &c. The markets are well provided with meat, vegetables, and fruit.

Consul-General:—Lieut.-Colonel Robt. Lambert Playfair. Vice-Consul:—Thomas John Elmore, Esq.

The steamers of the Messageries Impériales leave Marseilles for Algiers, Tuesday and Saturday, 3 P.M.; returning Tuesday and Saturday at noon. Fare, 95 fr. 1st cl. Steamers of the 'Navigation Mixte' Steamship Company (154, Rue Cannebière, Marseilles), leave Marseilles, Thursday, 5 P.M.; returning Thursdays, noon. Fare, 79 fr. 1st cl. Those of the 'Transports Maritimes à Vapeur' (Rue de la Bourse, Marseilles) leave Marseilles for Algiers, Fridays, 7 P.M. Fare, 95 fr. 1st cl.

T. M. from London, 8*s.*

ALGOA BAY, a sea-port of the Cape Colony, between Capes Recife and Padron, 425 m. E. Cape of Good Hope. The Baashur river flows into the bay, and at its mouth is FORT ELIZABETH; lat. 33° 47′ S., lon. 25° 46′ E. Pop. 5000.

For steamers, *see* Table.

ALICANTE, a sea-port and city of Spain on bay of same name, 37 m. N.E. Murcia, is the south-easterly terminus of the Madrid railway, and communicates, *viâ* Almansar junction,

with Valencia; lat. 38° 21′ N., lon. 0° 27′ W. Pop. 35,000. The harbour is one of the best on the coast of Spain, and is strongly fortified.

Alicante has a foundling hospital; and to this is attributed the absence of infanticide, which is unknown here. The institute has a director and staff, and twelve Sisters of Mercy nurse the foundlings. It has nearly 1000 children of both sexes under its care, most of them sent out to nurse at 30 dollars a-year for the first two years, and 24 dollars for the third year. Mortality, about 15 per cent. The foster-parents, as a rule, prefer keeping the children; only 5 per cent. are returned. The boys are brought up to some industrial employment, the girls get an outfit of 20 dollars on marriage.

The exportation of esparto-grass, chiefly to England, has largely increased, more than 10,000 tons having been shipped here last year. The average price of this article is, according to the latest official consular returns, 4*l.* per ton. Wine to foreign countries has been exported from Alicante to the amount of 2,500,000 gallons during last year, the average price, free on board, being 8*d.* per gallon, exclusive of casks, and of the brandy used to reinforce the wine for exportation. The bulk of the wine goes to France, Italy, and Cuba. The works for enlarging and deepening the harbour are now finished, and vessels of the largest size may discharge in the port. The exports for 1868 amounted to 47,031*l.*, and the imports to 84,631*l.*

Consul:—Colonel Benjamin Barrie.

Steamers of the 'Services Maritimes' (Messrs. Segovia, Guadra, & Co., Seville) leave Marseilles for Alicante every Thursday, returning Tuesdays. The Spanish screw-steamers of Robert McAndrew & Co., Bond Court Chambers, Walbrook, London, E.C., leave London for Alicante once a-week. Fare, 12*l.* 1st cl. Steamers of Lopez & Co. leave Barcelona for Alicante, 7th and 22nd of every month; returning on the 4th and 18th.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Paris (arr. *Chemin de fer du Nord*, dep. *Chemin de fer d'Orléans*), Tours, Poitiers, Bordeaux, Bayonne, Mirana, Madrid, Aloaza, Chinchilla, and Villena.

Hotel:—Fonda del Vapor.

T. M. from London, 7*s.*

ALLAHABAD, an ancient city of Hindostan, near the confluence of the Ganges and the Jumna; lat. 22° 22′ N., lon. 81° 50′ E. Pop. 70,000. It is a chief station on the great East India Railway from Calcutta to Delhi, 630 miles from the former, and 389 miles by rail from the latter place.

T. M. from London, 57*s.*

ALLOA, a sea-port of Scotland, co. Clackmannan, on Stirling and Dunfermline railway, near head of Firth of Forth, 25 m. W.N.W. Edinburgh, and 424 m. from London by Gt. Northern railway; lat. 56° 7′ N., lon. 3° 47′ W. Pop. 9000. 1027 vessels, of 138,034 tons burden, entered and cleared the port during the year 1868.

Rail, from London to Stirling (King's Cross station), 10 A.M.; 8 and 9.15 P.M. Fare, 74*s.* 6*d.* 1st cl.

Hotel:—Royal Oak.

T. M. from London, 2*s.*

ALMERIA, a sea-port of Spain, in Andalusia, 62 m. S.E. Granada; lat. 36° 51′ N., lon. 2° 32′ W. Pop. 30,000. It is the see of a bishop, and its cathedral boasts of having some very fine specimens of the old masters. There are several smelting works in the vicinity, and as soon as the railway reaches the city, a powerful impetus will be given to its commerce.

Consul:—Philip Barron, Esq.

Steamers of the 'Services Maritimes' (Segovia, Guadra, & Co.) leave Marseilles for Almeria, Thursdays; returning Sundays.

Hotel:—Fonda del Siglo xix.

T. M. from London, 7*s.*

ALNWICK, a town of England, co. Northumberland, 30 m. N. Newcastle and 313 m. from London by Gt. Northern railway; lat. 55° 25′ N., lon. 1° 43′ W. Pop. 8000. In the vicinity is Alnwick Castle, one of England's most magnificent feudal relics, the seat of the Duke of Northumberland.

Members of Parliament:—Co. NORTHUMBERLAND; *North*, Earl Percy (C.), London residence, Northumberland House, Charing Cross, S.W.; M. W. Ridley, Esq. (C.), London residence, 10, Carlton House Terrace, S.W.; *South*, W. B. Beaumont, Esq. (L.), London residence, 144, Piccadilly, W.; Hon. H. G. Liddell (C.), London residence, 9, Mansfield Street, W.

Rail from London (King's Cross station), 10 A.M. and 9.15 P.M. Fare, 61*s.* 2*d.* 1st cl.

Hotel:—The Star.

T. M. from London, 2*s.*

ALTONA, a town formerly belonging to Denmark, but now to Prussia. It adjoins Hamburgh; lat. 53° 32′ 42″ N., lon. 9° 56′ 40″ E. Pop. 50,000.

For route, *see* HAMBURGH.

T. M. from London, 6*s.*

AMAPALA, a sea-port of Nicaragua and port of Honduras, in Central America, on the Pacific Ocean, 220 m. S.E. Guatemala, on the island of Tigré, in the bay of Fonseca; lat.

13° 14′ N., lon. 87° 35′ W. Pop. 1000. It is beautifully situated on the mountain slope of the island, but indifferently built.

The steam service by Panama Railway Steamship Company is suspended.

AMBLESIDE, *see* **KENDAL.**

AMIENS, an ancient town of France, Picardy, on the Somme, on the railway from Boulogne to Paris; lat. 49° 54′ N., lon. 2° 15′ E. Pop. 60,000. The river which passes through the town is crossed by several handsome bridges. Its cathedral is one of the finest in France. Principal buildings: hôtel de ville, museum, university, barracks, &c. The botanical garden is well laid out; the ramparts around the city are planted with trees, and form an agreeable promenade.

There are several manufactures carried on here, the chief of which are cotton-velvets and woollens; likewise several chemical works and beet-root sugar refineries.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover and Calais. Through fare, 42*s.* 2*d.*

Hôtel de France et d'Angleterre.

T. M. from London, 3*s.*

AMOY, a sea-port and city of China, 280 m. from Hong Kong, on an island of the same name; with a large and secure harbour; lat. 24° 30′ N., lon. 118° 13′ E.; 320 m. E.N.E. Canton, in a bay of the China Sea. Pop. 230,000. It is one of the ports open to foreign trade. The imports are cotton, iron, lead, steel, &c.; the exports, camphor, sugar, earthenware, &c.

Consul:—W. H. Pedder, Esq.

The steamers of the Shanghai Steamship Company and those of the Union Steamship Company ply regularly between Tientsin, Shanghai, and Hong Kong, calling at Amoy and intermediate ports.

T. M. from London, *viâ* Kiachta, 15 taels, or about 5*l.* 12*s.* 6*d.* for every 20 words, of which 22*s.* 6*d.* is payable in London and 90*s.* at the port of delivery.

AMSTERDAM, the metropolis of the Netherlands and one of the leading commercial cities of the world, lies on the river Y; lat. 52° 22′ N., lon. 4° 53′ E. Pop. 265,000. The public buildings are mostly of a very high order of architecture. The streets are broad and well paved, and some of them are lined with trees. Here and there the canals intersect the city, and are crossed by light and elegant bridges. The churches and colleges of Amsterdam rank amongst the finest in Europe; and the exchange is considered the greatest ornament of the city.

The canal from Amsterdam to the Helder, which has hitherto

enabled large ships to come up to the town and discharge their cargoes at the quay-side, will be superseded by the great North Sea Ship Canal, now in progress of construction under the superintendence of English engineers. The cost estimated for this stupendous work is 2,500,000*l.*, the Dutch government guaranteeing 4 per cent. and redemption of capital at par. The works are to be finished in 1876, and consist of three sections—the North Sea harbour works, the canal proper, and the dam and lock at the Pampus bar entrance.

The new breakwater, which is in course of construction, will embrace an area of 200 acres, each pier running out 5000 ft., of which 1500 ft. on the N. side are complete. The minimum depth of the canal will be 26 ft.; and the width at the entrance, 853 ft. The direction of the new harbour will be nearly due east and west, and the distance from Harwich the same as to Rotterdam, which is an important feature in the direct traffic between London and Amsterdam. About 1000 yards from the harbour a large basin, with locks, will form the commencement of the canal. From the canal basin to Velsen, on the Wijker Meer, the excavation, larger than that of the canal of Suez, is being rapidly proceeded with. The depth here will be 26 ft.; the width at surface, 197 ft.; and at bottom, 88 ft. A great part of the outlay for the gigantic work will be repaid by the redemption of 14,000 acres of land through damming out the Zuyder Zee between Pardenhoek and Schellingwoude.

The trade of Amsterdam is most important. During the year 1868, 1465 vessels, of 430,799 tons, arrived at the port, and 1508 vessels, of 421,566 tons, cleared it. During the same year, 1,156,911 bags and 1764 casks of coffee were imported, and 36,842 chests of tea. Of raw sugar, 128,800,000 lbs. were imported during 1868; and 23,437,000 lbs. raw, and 85,254,500 lbs. were re-exported. Of tobacco, about 10,000 hogsheads of American, and 60,000 packages Java and other sorts, were imported; of cotton, 54,726 bales, against 27,470 bales in 1867.

The imports received by Great Britain from the kingdom of the Netherlands during last year amounted to 11,389,898*l.*; the British exports to the Netherlands to 14,948,824*l.* in the previous year.

Consul:—John George Cope Lewis Newnham, Esq.

Steamers run Tuesdays and Saturdays between London and Amsterdam: London Office, G. A. Robinson, 26, Mark Lane, E.C. Hull and Amsterdam, every 5 days. Steamers of Messrs. W. and C. L. Ringrose leave Hull for Amsterdam every 5 days. Fare, 20*s.*

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover,

Calais, Lille, Brussels, Antwerp, Rotterdam, and Utrecht. Through fare, 68*s.* 8*d.* Or, *viâ* Dover and Ostend, 65*s.* 7*d.*

Letters from England to Holland, *viâ* Belgium, under ½ oz., 3*d.*; 1 oz., 6*d.*; registr. fee, 4*d.*; newspapers, 1*d.* *Viâ* France, under ¼ oz., 6*d.*; ½ oz., 1*s.*; ¾ oz., 1*s.* 6*d.*; 1 oz., 2*s.*; registr. fee, 6*d.* ¼ oz.; newspapers, 4 oz., 2*d.*

Money:—1*l.* sterling is equivalent to 12 florins; 1 florin (100 cents) = 1*s.* 8*d.*; ducat, 9*s.* 2*d.*; 10-florin pieces, 16*s.* 6*d.*; 1 shilling = 60 cents. The rate of exchange, during the year 1868, has varied from 11 florins 84 cents to 11 florins 98 cents per 1*l.* sterling. The copper coins are the cent and the half-cent, worth ½*d.* and $\frac{1}{10}d.$

Weights:—The metrical system as in France is adopted in the Netherlands, but Flemish names are used instead of those used in France.

The kilo is equivalent to 2 lbs. 3 oz. avoirdupois; the Dutch lb. = 1·0851 lb. avoirdupois. The foot = 11·15 inches; the kan = 0·220 gall.; the mud = 2¾ bushels; 30 mud = 1 last.

Hotel:—Amstel.

T. M. from London, 3*s.* 9*d.*

ANCONA, a sea-port of Italy, on the Gulf of Venice, 51 m. S.E. of Urbino, on the railway from Bologna to Brindisi; lat. 43° 40′ N., lon. 13° 30′ E. Pop. 50,000. It is built on the slope of two hills, having the cathedral on the apex of the one and the castle on the other. The harbour is rendered secure by two moles; the one of recent construction, and the other owes its existence to Pope Clement XII. Near the former stands the triumphal arch of Trajan.

Exports: corn, hemp, bacon, sulphur, and tallow. Imports: colonial goods, drugs, metals, and coals. The working of the Toccolina mine, discovered at Chieti a few years ago, is progressing favourably. A society, with a capital of nearly a million francs, has been formed; five different materials can be extracted from the raw material—oil, sulphur, asphalte, naval pitch, and black varnish.

Consul:—Gus. Gaggiotti, Esq.

Steamers of the Austrian Lloyd's leave Trieste for Ancona, Tuesdays, 4 P.M.; returning Sundays, 3 P.M. Fare, 18 fr. 1st cl.

Steamers of the Italian Steam-packet Co. (Peirano, Danovaro, and Co.) run alternate Fridays between Ancona and Genoa, touching at Leghorn, Naples, Pizzo, Catania, Gallipoli, Corfu, Brindisi, Bari, Manfredonia, Viesti, and Tremiti.

Steamers of Messrs. Bibby & Son, 21, Water Street, Liverpool, leave Liverpool for Ancona, 4th and 14th. Fare, 21*l.* 1st cl.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Paris (arr. *Chemin de fer du Nord*, dep. *Chemin de fer de Lyon*), Dijon, Macon, Culoz, Chambery, Susa, Turin, Alessandria, Piacenza, Parma, Modena, Bologna, and Rimini.

Hôtel de la Paix.

T. M. from London, 7*s.* 6*d.*

ANCUD, a sea-port of Chili, on gulf of same name, N. side island of Chiloe; lat. 41° 52′ S., lon. 73° 55′ W. Pop. 5000. This port is not one of easy access. The town lies partly on two eminences, and partly in a valley between them. There are some fine buildings in the 'Plaza,' from which a very fine view of the shipping is obtained.

For steamers, *see* Table.

ANDOVER, a town and parliamentary borough of England, co. Southampton, 12 m. N.W. Winchester, and 66¼ m. from London by South-Western railway; lat. 51° 13′ N., lon. 1° 28′ W. Pop. 6000. It lies on the banks of the river Anton, near the skirts of a large wooded tract. The chief occupations are malting and tanning.

Member of Parliament:—Hon. Dudley F. Fortescue (L.), London residence, 9, Hertford Street, w.

Rail from London (Waterloo station), 6.45, 10.50, and 11.40 A.M.; 3.50 and 5.10 P.M. Fare, 13*s.* 10*d.* 1st cl.

Hotel:—Star and Garter.

ANGERS, an ancient city of France, in Anjou, situated near the confluence of the rivers Loire and Sarthe, 42 m. E. of Nantes, and on the railway from Paris to Nantes; lat. 47° 28′ N., lon. 0° 33′ W. Pop. 55,000. The rivers pass through the city, and are crossed by two fine bridges. Angers is the see of a bishop; the cathedral is one of the oldest architectural monuments in France. The castle, which is visible for many miles around, stands on a rock in the midst of the city. The university dates from the 13th century; and there is an Academy of Arts and Sciences. The ramparts, built by King John of England, are now converted into agreeable promenades, ornamented with trees. It is a place of considerable commercial importance, and has manufactories of woollen and linen, with several sugar-bakeries. The trade in slate is of very ancient date, and the supply is still kept up from the quarries in the neighbourhood.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Paris (arr. *Chemin de fer du Nord*, dep. *Chemin de fer*

d'Orléans), Orleans, and Tours; or, Versailles, Chartres, and Le Mans.

Hotel:—Le Roy.

T. M. from London, 3*s.* 4*d.*

ANGLESEA, *see* **BEAUMARIS.**

ANGOSTURA, or **BOLIVAR,** a city of S. America, rep. of Venezuela, on the S. bank of the Orinoco, about 240 m. from its mouth; lat. 8° 2′ N., lon. 63° 56′ W. Pop. 10,000. Exports: cotton, indigo, tobacco, coffee, cattle, &c. Imports: British goods of all kinds.

Consul:—Lewis Joel, Esq.

For steamers, *see* LA GUAYRA.

For route from London, *see* TRINIDAD; thence by local steamer, *viâ* Orinoco river.

ANGOULÊME, dép. Charente, France, lies on the Charente, 25 m. W. Limoges and 66 m. N.E. Bordeaux, on the railway from Poitiers to Bordeaux; lat. 45° 39′ N., lon. 0° 10′ E. Pop. 26,000. Chief buildings: the hôtel de ville, cathedral, law-courts, public library, Hôtel Dieu, and theatre. Angoulême enjoys a considerable trade, and has large manufactories, distilleries, paper-mills, &c. The celebrated fountain of Trouve is in the vicinity.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Paris (arr. *Chemin de fer du Nord,* dep. *Chemin de fer d'Orléans*), Orleans, Tours, and Poitiers.

Hôtel des Postes.

T. M. from London, 3*s.* 4*d.*

ANGRA, a sea-port and cap. of the island of Terceira, one of the Azores; lat. 38° 38′ N., lon. 26° 13′ W. Pop. 10,000. It is a populous, busy, thriving place, with a bishop's see.

For route, *see* Lisbon; thence occasional steam communication with Fayal.

Letters from England to the Azores, *viâ* France, under ¼ oz., 6*d.*; ½ oz., 1*s.*; ¾ oz., 1*s.* 6*d.*; 1 oz., 2*s.*; newspapers, 3*d.*, not exceeding 4 oz. *Viâ* Southampton, under ½ oz., 6*d.*; 1 oz., 1*s.*; newspapers, 2*d.*, not exceeding 4 oz.; registr. fee, 4*d.*

ANTIGUA, one of the Windward Islands, in the W. Indies, belonging to England, about 60 m. S.E. St. Kitts; lat. 18° 22′ N., lon. 64° 42′ W. On its N.W. side lies the chief town, ST. JOHN'S. The exports amount to about 300,000*l.*, and the imports to a quarter of a million sterling.

For steamers, *see* Table.

Letters from England to Antigua, under ½ oz., 1*s.*; 1 oz., 2*s.*; registr. fee, 4*d.*; newspapers, 1*d.*

ANTIVARI, a sea-port of Turkey in Europe, on the Adriatic, 17 m. W. Scutari; lat. 42° 4′ N., lon. 19° 9′ E. Pop. 5000.

Steamers of the Austrian Lloyd's leave Trieste for Antivari on Thursdays, 5 A.M., and Saturdays at midnight; returning Wednesdays, 5 A.M., and Thursdays, 9 A.M. Fare, 36 fl. 1st cl.

Postage, same as Candia.

T. M. from London, 9*s.*

ANTRIM, a town of Ireland, co. Antrim, prov. of Ulster, 14 m. N.W. Belfast by rail, and 106 m. N. Dublin. It has a station on the Belfast and Northern Counties railway. Pop. 3000. Near the town stands Antrim Castle.

For co. members, *see* BELFAST.

Route from London (Euston Square), *viâ* Fleetwood and Belfast. Through fare, 48*s.* 2*d.* 1st cl.

Hotel:—Masserene Arms.

T. M. from London, 4*s.*

ANTWERP, an ancient city of Belgium, on the river Scheldt, 26 m. N. Brussels, with which it is connected by railway; lat. 51° 13′ N., lon. 4° 24′ E. Pop. 120,000. Antwerp enjoys a European reputation, not only for its many interesting monuments, but also for its extensive commercial operations. Its chief buildings are the cathedral, hôtel de ville, the exchange, churches, gallery of sculpture and of paintings, courts of law, &c. The port contains several dockyards, and ship-building is extensively carried on. There are sugar refineries, distilleries, several lace factories, &c.

During the year 1868 the returns show the following results of imports:—Wool, 100,410 bales; coffee, 315,276 bales; hemp, 11,050 bales; cotton, 44,561 bales; petroleum, 359,289 barrels; rice, 345,084 bales; sugar, unrefined, 10,000 tons; tobacco, 680,824 kilos., unmanufactured; 12,543 kilos., manufactured. The principal exports are corn, linseed, flax, linen, lace, carpets, tallow, hops, and machinery.

Consul:—Edmond Arnout Grattan, Esq.

Steamers of the General Steam Navigation Company (71, Lombard St.) leave St. Katherine's Wharf, London, for Antwerp Tuesdays and Thursdays, at noon. Fare, 20*s.* chief cabin. Also, the Baron Osy, every Sunday, at noon. Fare, 30*s.* Steamers of the London, Belgium, Brazil, and River Plate Steamship Company call at Antwerp on the 1st of every month, *en route* to the Brazils. Steamers of the Manchester, Sheffield, and Lincolnshire Railway Company leave Grimsby for Antwerp every Wednesday and Saturday, returning same days at noon.

Steamers of the Clyde Shipping Company, 2, Oswell Street, Glasgow, leave Glasgow for Antwerp Wednesdays, returning Wednesdays.

Steamers leave Antwerp for:—Hull, Wednesdays and Saturdays; returning Wednesdays and Saturdays—fare, 15*s.* (Brownlow, Lumsden, and Co., Hull); Edinburgh, Saturday evening; returning Saturdays—30*s.*; Havre, Sundays; returning Wednesdays (*Ligne Franco-Belge*, E. Grosos, director, Havre); Middlesborough, Wednesdays; Newcastle, Saturdays—20*s.*

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Paris, Lille, Courtray, and Ghent. Fare, 51*s.* 9*d.* 1st cl.; or, *viâ* Ostend, 48*s.* 8*d.* 1st cl. Or, daily, except Saturday, by Gt. Eastern railway (Bishopsgate Street station) to Harwich; thence by steamer (tidal service) to Antwerp. Fare, 25*s.* 1st cl.

Hotel:—St. Antoine.

T. M. from London, 2*s.* 6*d.*

APPLEBY, a town of England, co. Westmoreland, 300 m. from London by the Lancaster and Carlisle and London and N.-Western railways; lat. 54° 34′ N., lon. 2° 28′ W. Pop. 3000. The town is almost surrounded by the river Eden, and is the county town where the elections of Members of Parliament take place. The castle is celebrated for having withstood a long siege against Oliver Cromwell.

Members of Parliament:—Co. WESTMORELAND; Earl of Bective (C.), London residence, 24, Grafton Street, W.; William Lowther, Esq. (C.), London residence, 122, Park Street, W.

Rail from London (Euston Square station) to Carlisle, 6.25, 7.30, 9, 10, and 11 A.M.; 9 P.M. Fare, 55*s.* 1st cl. Thence to Appleby.

Hotel:—King's Head.

T. M. from London, 2*s.*

ARANJUEZ (Ara Jovis), a town of Spain, l. b. of the Tagus, 29 m. S.S.E. Madrid and 22 m. E.N.E. Toledo, on the railway from Madrid to Alicante. Pop. 12,000. The royal palace, built by Philip II., with its beautiful gardens, the favourite residence of the kings of Spain, has given Aranjuez a world-wide reputation.

Route from London, *see* MADRID; thence by carriage.

T. M. from London, 7*s.*

ARBROATH, a sea-port of Scotland, co. Forfar, at the entrance of the Brothwick into the North Sea, 15 m. N.E. St. Andrew's, 16¾ m. N.E. Dundee, on the N. section of the Caledonian railway, and 468 m from London by Gt. Northern railway; lat. 56° 34′ N., lon. 2° 32′ W. Pop. 10,000. It is a clean and well-

built town, possessing some manufactures of coarse linens, sail-cloths, &c. Its trade is principally with the Baltic, from whence it imports timber and flax. The ruins of an old abbey, founded here in 1178 and dedicated to St. Thomas à Becket, are an interesting historical relic.

588 vessels, of 48,957 tons burden, entered and cleared the port during the year 1868.

Rail from London (King's Cross station) to Edinburgh (*which see*); thence by Edinburgh, Perth, and Dundee railway. Through fare, 79*s.* 1st cl.

T. M. from London, 2*s.*

ARCHANGEL, a sea-port of N. Russia, 300 m. N. Moscow and 400 m. N.E. St. Petersburgh, at the S. extremity of the White Sea, at the mouth of the river Dwina, which is here 4 m. broad; lat. 64° 33′ N., lon. 40° 42′ E. Pop. 20,000. The principal buildings are the public schools, the observatory, and churches. Ice prevents the port being entered from October to May. The inhabitants of the town and its vicinity are principally employed in connection with the export trade. The articles exported comprise:—linseed, oats, rye, flax, tar, pitch, deals, mats, &c., and amounted to 1,504,221*l.* during last year, against 928,358*l.* in 1864. The imports, consisting of fish from Norway, 36,139*l.*, tea, salt, wine, and machinery, mostly from Gt. Britain, amounted to 69,131*l.* The exports, which show a healthy increase in comparison with former years, have been entirely to Gt. Britain. Of the 568 vessels of all nations which entered the port of Archangel during the last year, 173 were British; of the 24 steamers frequenting the port, 23 were under the British flag.

Consul:—Charles Renny, Esq.

For route from London, *see* ST. PETERSBURGH; thence by carriage.

T. M. from London, 10*s.*

ARDROSSAN, sea-port town of Scotland, 31 m. W.S.W. Glasgow, and 426 m. from London by Gt. Northern railway; lat. 55° 39′ N., lon. 4° 48′ W. Pop. 5000. 2604 vessels, of 374,559 tons burden, entered and cleared the port during the year 1868.

Steamers leave Belfast for Ardrossan, Mondays, Wednesdays, and Fridays, 7.30 P.M.; returning Tuesdays, Thursdays, and Saturdays, 10.15 P.M. Passengers booked through for Glasgow, *viâ* Ardrossan. Fare, 8*s.* 1st cl.

Rail from London (Euston Square), 6.25, 7.30, 9, 10, and 11 A.M.; 9 P.M. Fare, 70*s.* 1st cl.

Hotel:—Eglinton Arms.

T. M. from London, 2*s.*

ARGOSTOLI, a sea-port, and cap. of Cephalonia, Ionian Islands, opposite Albania; lat. 38° 11′ 12″ N., lon. 20° 28′ 30″ E. Pop. 8000. An earthquake destroyed part of the town on the 3rd February, 1866. Its harbour is the most sheltered of the island. Exports: currants, grapes, olive oil, lemons, oranges, &c., amounting to about 100,000*l.* annually. Imports: cereals, cattle, manufactured goods, sulphur, &c., about double that sum.

Steamers of the Austrian Lloyd's leave Trieste for Argostoli, Tuesdays, 4 P.M.; returning Wednesdays, 4 P.M. Fare, 79 fl. 1st cl.

T. M. from London, 10*s.*

ARGYLE. For co. members, *see* **INVERARY.**

ARICA, a sea-port of Peru, 30 m. S.S.E. Tacna, with which it is connected by rail, and 550 m. S.E. Lima; lat. 18° 28′ S., lon. 70° 24′ W. Pop. 5000. Arica has suffered greatly from earthquakes. Having been all but destroyed by volcanic action in the year 1605, it was again visited by violent shocks in 1868, which lay the town in ruins and left those inhabitants who escaped homeless and destitute. It is an open roadstead, only defended southwards by a high promontory. Ships are obliged to discharge their cargoes into lighters at this port. Exports: silver and copper ore, and wool.

Consul:—George Hodges Nugent, Esq.

For steamers, *see* Table.

ARLES, a city of France, dép. Bouches du Rhone, 20 m. S.E. Nimes, on the railway from Avignon to Marseilles; lat. 43° 42′ N., lon. 4° 38′ E. Pop. 15,000. Arles is famous for its Roman antiquities, the most noteworthy being the amphitheatre, obelisk, and temple. There are several ship-building establishments, and it has a considerable trade with Marseilles, which it supplies with soap, bottles, sausages, &c. The olive tree is much cultivated in the vicinity.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Paris (arr. *Chemin de fer du Nord*, dep. *Chemin de fer de Lyon*), Dijon, Lyons, Valence, Avignon.

Hotel:—Du Nord.

T. M. from London, 3*s.* 4*d.*

ARMAGH, a city and parliamentary borough of Ireland, and chief town of co. of same name, 30 m. S. Londonderry and 33 m. from Belfast, on the Belfast and Armagh railway; lat. 26° 47′ N., lon. 6° W. Pop. 12,000. Armagh is the metropolitan see of the primate of 'all Ireland.' The parliamentary elections for the county take place here, which sends two members, and

the town one member, to the House of Commons. St. Patrick fixed his see here, anno 444, and tradition records several miracles performed by the saint here. The cathedral was anciently called 'Druim Sailec,' or 'built of willows,' as most of the primitive churches in Ireland were. The cathedral has been repeatedly destroyed by fire and rebuilt.

Members of Parliament:—COUNTY; Sir James M. Stronge, Bart. (C.), London residence, Carlton Club, S.W.; William Verner, Esq. (C.), London residence, 45, Clarges Street, W. CITY; John Vance, Esq. (C.), London residence, 42, Portland Place, W.

Mail route from London (Euston Square), *viâ* Holyhead and Kingstown. Through fare, 68*s.* 6*d.* 1st cl.

Hotel:—

T. M. from London, 4*s.*

ARRAS, a city of France, dép. Pas-de-Calais, on the river Scarpe, 12 m. S.W. Douay, on the railway between Calais and Amiens; lat. 50° 16′ N., lon. 2° 45′ E. Pop. 30,000. The fortifications, built by Vauban, are said to be the strongest in France. The cathedral, hôtel de ville, museum, and botanical gardens are noteworthy. There are several very large sugar-refineries and manufactories of thread, lace, woollens, &c.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Hazebrouck, and Lens (junc.).

Hôtel de l'Europe.

T. M. from London, 3*s.* 4*d.*

ARUNDEL, a market-town of England, co. Sussex, on the Arun, 8 m. E. Chichester and 58 m. from London, on the S.-Western railway; lat. 50° 52′ N., lon. 0° 35′ W. Pop. 3000. Arundel formerly sent a member to parliament, but is now disfranchised. A good trade is carried on at this river-port in timber, &c.

1050 vessels, of 120,238 tons burden, entered and cleared the port during the year 1868.

Rail from London (Victoria station), 5.55, 7.40, and 12 A.M.; 2, 4, 4.55, and 5.50 P.M. Fare, 14*s.* 1st cl.

Hotel:—The Norfolk.

ARZEW, a sea-port of Algeria, prov. Oran, on the Mediterranean; lat. 35° 50′ N., lon. 0° 10′ W. Pop. 5000.

Steamers of the Messageries Impériales leave Algiers for Arzew, Saturdays, 10 P.M.; returning Wednesdays, 10 A.M.

ASCENSION, a small island belonging to Gt. Britain, in the Atlantic, 600 m. N.W. St. Helena; lat. 7° 55′ S., lon. 14° 25′ W. Pop. about 700.

For steamers, *see* Table.

Letters from England to Ascension, not exceeding ½ oz., 1*s.*; not exceeding 1 oz., 2*s.*; newspapers, 1*d.*; registr. fee, 4*d.*

ASHFORD, a town of England, co. Kent, 24 m. S.E. Maidstone, and 53 m. from London by the S.-Eastern railway; lat. 51° 8′ N., lon. 0° 52′ E. Pop. 8000. It has a fine old church, with a good peal of bells.

Rail from London (Charing Cross station), 6.25, 7.40, and 9.23 A.M.; 12.38, 2.18, 3.5, 4.48, 6.35, and 8.50 P.M. Fare, 15*s.* 1st cl.

Hotel:—Saracen's Head.

ASHTON-UNDER-LYNE, a town and parliamentary borough of England, on the Tame, co. Lancaster, 6 m. E. Manchester, and 188½ m. from London by London and N.-Western railway; lat. 53° 29′ N., lon. 2° 6′ W. Pop. 35,000. The town is intersected by canals. There are several very large cotton-mills, calico-printing, bleaching, and dyeing works; and some large collieries are in the vicinity.

Member of Parliament:—Thomas W. Mellor, Esq. (C.), London residence, 18, St. Petersburgh Place, W.

Railway from London (Euston Square), 6.15, 7.30, 9, 10, 11, and 12 A.M.; 2.45 and 5 P.M. Fare, 33*s.* 1st cl.

Hotel:—Globe.

T. M. from London, 1*s.* 6*d.*

ASPINWALL, a sea-port of New Granada, on the isthmus of Panama, in Navy Bay; lat. 9° 24′ N., lon. 79° 23′ W. Pop. 12,000. It is situated on a small island, called Manzanilla, in a low and unhealthy position. It is the terminus of the Panama railway, to which it owes its existence. When Mr. Aspinwall originated the line of railway which now so considerably shortens the route of the traveller from Europe to the W. coast of N. America, the staff of railway employés and workmen formed the nucleus of the present town. The railway station is at the extremity of it. It first passes through a dense tropical forest, crosses the Chagres river upon a handsome iron bridge at Barbacoas, and, continuing through magnificent scenery, cuts at last through huge granite cliffs, beyond which the beautiful valley of Paraiso lies, and both the ocean and the city of Panama come in view.

For steamers, *see* Table.

Hotel:—Howard.

ATHENS, cap. of the modern kingdom of Greece, and once of ancient Attica, is situated on the Gulf of Ægina, 100 m. N.E. of Lacedæmon and 300 m. S. by W. Constantinople; lat. 37° 56′ N., lon. 23° 38′ E. Pop. 50,000. It is the residence of the King of the Hellenes, the former Prince William of Den-

mark, who in 1863 accepted the throne on the abdication of King Otho, of Bavaria. Athens was once the great seat of learning, and the principal academy of the Roman empire. The ruins of the citadel on a craggy rock, formerly called the Acropolis, of the Parthenon, and of the Temple of Theseus, still attest the grandeur of Athens previous to the Christian era. The modern city has some fine and wide streets; the new royal palace, the university, and the cathedral being amongst the most prominent edifices. The minor buildings comprise gymnasia, hospitals, churches, barracks, the royal mint, observatory, theatre, and an English chapel.

Consul:—Charles Louis William Merlin, Esq.

The steamers of the Messageries Impériales leave Marseilles for the PIRÆUS, the port of Athens, Saturdays, 5 P.M.; returning Fridays, 10 A.M. Fare, 298 fr. 1st cl. A railway connects the Piræus with Athens.

Route from London, *see* MARSEILLES; thence by steamer, as above. Through fare from London, *viâ* Calais, 16*l.* 18*s.* 9*d.*

Letters from England to Greece, by French packet, under ¼ oz., 8*d.*; ½ oz., 1*s.* 4*d.*; ¾ oz., 2*s.*; 1 oz., 2*s.* 8*d.*; registr. fee, 8*d.* ¼ oz.; newspapers, 1*d.* 4 oz. *Viâ* Belgium and Trieste, under ½ oz., 10*d.*; 1 oz., 1*s.* 8*d.*; registr. fee, 4*d.*; newspapers, 3*d.* 4 oz. *Viâ* France and Trieste, under ¼ oz., 10*d.*; ½ oz., 1*s.* 4*d.*; ¾ oz., 2*s.* 2*d.*; 1 oz., 2*s.* 8*d.*; registr. fee, 4*d.*; newspapers, 3*d.*, not exceeding 4 oz. *Viâ* Italy, same as French packet; registr. fee, 4*d.*; newspapers, 4*d.* each, not exceeding 4 oz.

Money:—1*l.* sterling is equivalent to 28 drachmai 30 lepta; 1 drachma is 100 lepta, or 8½*d.* Gold drachmais, 15*s.*; silver 5 drachmais, 3*s.* 9*d.* French money passes current.

Weights, &c.:—The cantaro (40 okes) = 112 lbs. avoirdupois. Measures of length are as the Venetian, the braccio being called a piche.

Hôtel d'Angleterre.

T. M. from London, 9*s.*

ATHLONE, a town and parliamentary borough of Ireland, on both banks of the Shannon, co. Roscommon, 18 m. S.E. Roscommon and 60 m. from Dublin, on the Midland Gt. Western railway; lat. 53° 26′ N., lon. 7° 54′ W. Pop. 6000. The river falls into Lough Ru a little below Athlone. Near Athlone is a chalybeate water, of excellent quality.

Member of Parliament:—John James Ennis, Esq., London residence, 41, St. James's Place, s.w.

Mail route from London (Euston Square), *viâ* Holyhead and Kingstown. Through fare, 76*s.* 6*d.* 1st cl.

Hotel:—

T. M. from London, 4*s.*

AUCKLAND, a sea-port of New Zealand, capital of province of same name; lat. 36° 51′ S., lon. 175° 45′ E. Pop. 10,000. Owing to the broken nature of the ground the town is irregularly built, but has some good buildings, amongst which are the government-house, law-courts, and churches and chapels belonging to different denominations. Free emigration to New Zealand is at present suspended, but the friends of colonists who wish to join them are assisted. Forty acres of land are granted free to each emigrant who pays his own passage. The climate of New Zealand, as far as salubrity is concerned, has a marked superiority over that of England; snow is never seen, but the winter is wet. Mean temperature, from 52° in Middle Island to 57° Fahr. in N. Island. Emigration agents in London:—A. F. Ridgway and Sons, 2, Waterloo Place, Pall Mall, s.w.

The value of the annual imports amounts to about a million sterling, but the exports are comparatively trifling.

For steamers to Auckland, *viâ* Melbourne, *see* Table.

AUGSBURG, a famous ancient town of Bavaria, in Germany, between the rivers Wertach and the Lech, 90 m. N.W. Munich, and 58 m. S. Nuremberg; lat. 48° 22′ N., lon. 15° 54′ E. Pop. 40,000. The city is surrounded with fine pasture lands and beautiful and fertile plains. The churches, town-house, and other public buildings are very magnificent. In the bishop's palace the Lutherans presented their confession of faith to the Emperor Charles V. in 1530. The manufactures and commercial relations of Augsburg are considerable; printing is carried on extensively; the *Augsburger Allgemeine Zeitung*, which is the most widely circulated newspaper of Germany, and found nearly all over the world, is printed here.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Aix-la-Chapelle, Brussels, Cologne, Mayence, Darmstadt, Bruchsal, and Stuttgard.

Hotel:—Drei Mohren.

T. M. from London, 6*s*.

AURUNGABAD, Hindostan, lat. 19° 53′ N., lon. 75° 29′ E., 200 m. S.E. Surat, and 245 m. N.E. Goa, is a city of 60,000 inhabitants, and is a railway station on the Bombay and Nagpore railway.

T. M. from London, 57*s*.

AUTUN, an ancient and handsome episcopal town of France, dép. Saone-et-Loire, 43 m. S.W. Dijon, on the railway from Dijon to Nevers; lat. 46° 57′ N., lon. 4° 19′ E. Pop. 12,000. It is picturesquely situated at the foot of three large mountains, and has very fine public buildings, including hôtel de

ville and cathedral, besides some interesting remains of Roman antiquity. Manufactures: cotton-velvet, hosiery, &c.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Paris (arr. *Chemin de fer du Nord*, dep. *Chemin de fer de Lyon*), Melun, Fontainebleau, Nemours, Montargis, Chatillon, S. Loire, Nevers, Etang (junc.).

Hotel:—De la Poste.

T. M. from London, 3*s.* 4*d.*

AUXERRE, an ancient town of France, dép. Yonne, on the l. b. of that river, 25 m. S. Sens, on the Paris and Lyons railway; lat. 47° 40′ N., lon. 3° 34′ E. Pop. 16,000. The episcopal palace is one of the handsomest in France, and the churches are very beautiful.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Paris (arr. *Chemin de fer du Nord*, dep. *Chemin de fer de Lyon*), Melun, Montereau, and Laroche (junc.).

Hotel:—Leopard.

T. M. from London, 3*s.* 4*d.*

AVIGNON, a large town of France, dép. Vaucluse, on the l. b. of the Rhone, 20 m. N.E. Nimes, and a station on the 'Chemin de fer de la Méditerranée,' between Valence and Marseilles; lat. 43° 57′ N., lon. 4° 48′ E. Pop. 40,000. Avignon was formerly the residence of the popes, and is now the see of an archbishop. The principal buildings are the ancient pontifical palace, now turned into barracks, the hôtel de ville, the university, and a very old cathedral. There are some fine public fountains. The museum contains 70,000 vols. and medals. The trade consists of silk-stuffs and velvets, also woollen and cotton fabrics. 15 m. E. from Avignon is the Fontaine de Vaucluse, celebrated for the picturesqueness of its scenery, but more so as having been the residence of Petrarch.

The little town of VILLENEUVE LES AVIGNON, opposite Avignon, on the r. b. of the Rhone, is well worthy of a visit, on account of the many ancient and beautiful monuments it contains, especially that of Pope Innocent VI., in the chapel of the hospital. The castle of St. André, the ruins of the Chartreuse, and the tower of Philip le Bel are amongst its antiquarian attractions.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Paris (arr. *Chemin de fer du Nord*, dep. *Chemin de fer de Lyon*), Dijon, Lyons, Valence, Montelimart, and Orange.

Hôtel de l'Europe.

T. M. from London, 3*s.* 4*d.*

AYLESBURY, a town and parliamentary borough of England, co. Buckingham, 16 m. S.E. Buckingham, and 42½ m. from London by the London and N.-Western railway, with which it is connected by a branch-line; lat. 51° 48′ N., lon. 0° 50′ W. Pop. of parl. borough, 30,000.

Members of Parliament:—Co. Bucks; Caledon G. Du Pré, Esq. (C.), London residence, 40, Portland Place, W.; Right Hon. B. Disraeli (C.), London residence, 1, Grosvenor Gate, W.; Nathaniel G. Lambert, Esq. (L.), London residence, 21, Lowndes Square, S.W. City; N. M. De Rothschild (L.), London residence, 6, Buckingham Gate, S.W.; S. G. Smith, Esq. (C.), 31, Belgrave Square, S.W.

Rail from London (Euston Square station), 6.25, 7.40, 9.5, and 10.10 A.M.; 1, 3.30, 6, and 7 P.M. Fare, 6*s.* 9*d.* 1st cl.

Hotel:—The George.

AYR, a sea-port of Scotland, cap. co., on the Ayr, 65 m. S.W. Edinburgh, with which it is connected by railway; lat. of lighthouse, 55° 28′ N., lon. 4° 39′ W., with a fixed light on the N. pier. Pop. 10,000.

1790 vessels, of 130,445 tons burden, entered and cleared the port last year.

Members of Parliament:—Ayrshire; *North*, Wm. Finnie, Esq. (L.), London residence, 8, Lowndes Square, S.W.; *South*, Sir David Wedderburn (L.), London residence, 17, Pall Mall, S.W.

Steamers of Mr. William Robertson, 74, Broomielaw, Glasgow, leave Glasgow for Ayr, Mondays, 3 P.M., calling at Girvem; also, for Ayr, calling at Irvine, Thursdays, 3 P.M.

Rail from London (Euston Square station), *viâ* Carlisle and Dumfries. Fare, 69*s.* 9*d.* 1st cl.

Hotel:—King's Arms.

T. M. from London, 2*s.*

AZORES, *see* **ANGRA.**

BADEN-BADEN, a town of the grand-duchy of Baden, famous for its hot mineral baths, romantically situated on the Rhine, 4 m. S. Rastadt; lat. 48° 46′ N., lon. 8° 16′ E. Pop. 10,000, but during summer and autumn 50,000.

Baden-Baden is situated 600 ft. above the level of the sea, in a charming valley overlooked by the hills of the Black Forest. Built on its mountain slopes, it stretches a considerable distance along the river Oos. Its name was already familiar to the Romans; the Emperors Adrian and Caracalla established baths here, whence it bore the classic name 'Civitas Aurelia Aquensis.' It divides into two distinct parts, the old town on the height, and the new town at the foot of the hill, with its fine hotels and handsome houses. The old quarter has preserved many antiquities, amongst others the Roman bath, a fragment of that built by Caracalla.

The grand-ducal castle, on the summit of the hill, was built in 1478, and has been destroyed and rebuilt twice. The vaults and caverns underneath have given rise to many absurd traditions, but were probably simply used as prisons for malefactors.

The mineral springs of Baden-Baden are of very high repute, and annually attract many thousands of visitors from all parts of Europe. The principal spring, the 'Ursprung,' is covered over with a fine building. The 'Conversations Haus' is the grand place of resort and public amusement.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Paris (arr. *Chemin de fer du Nord*, dep. *Chemin de fer de l'Est*), Chalons, Nancy, Strasburgh, and Kehl. Through fare, 110*s.* 1st cl. Or, *viâ* Dover, Calais, Brussels, Cologne, Heidelberg, and Carlsruhe. Fare, 107*s.* 1st cl. Or, *viâ* Dover and Ostend, 103*s.* 7*d.*

Hôtel de Hollande.

T. M. from London, 6*s.*

BAGDAD, an ancient city of Asiatic Turkey, on the Tigris, 250 m. from Bussorah; lat. 33° 20′ N., lon. 44° 25′ E. Pop. 10,000. Bagdad formerly belonged to Persia; it is an extensive place, built for about 3 m. on the banks of the Tigris, which at times inundates its shores, causing great destruction. There are some large and well-supplied bazaars here. The importation of English and Indian produce and manufacture at this port is steadily increasing; it comprises the through trade with Bombay, by means of the Euphrates and Tigris Steam Navigation Company's steamers. The exports, namely, wool, grain, horses, skins, and dates, amounted to about 3,000,000

piastres during the year 1868; the imports, mostly from India and Persia, and consisting of tobacco, indigo, silks, carpets, cotton, linen and woollen manufactures, goat-hair tents, sheep, drugs, &c., amounted to about 20 millions of piastres. The trade is extensive with Mosul and Bussorah, in metals, ores, and timber.

Consul-General:—Col. Sir Arnold Burrowes Kemball, C.B., K.C.S.I.

Bagdad is the head-quarters of the Euphrates and Tigris Steam Navigation Co., whose steamers run in connection with those of the British India Steam Navigation Co. (Agents, Messrs. Stephen, Lynch, & Co., Bagdad.)

Steamers of the Euphrates and Tigris Steam Navigation Co. leave Bagdad for Bussorah every ten days, on the arrival of the Damascus mail from England, calling at Kut, Dufas, and Ezra's Tomb.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Paris (arr. *Chemin de fer du Nord*, dep. *Chemin de fer de Lyon*), Dijon, Lyons, Valence, Avignon, and Marseilles. Steamer from Marseilles (Messageries Impériales) to Beyrout; thence by horse to Damascus (three days); thence by horse to Bagdad (fifteen days).

Or, *viâ* Alexandretta (*which see*); thence by horse to Antioch, Aleppo, Arfa, Diarbekir, Mardin, Mosul (Nineveh), and Kertook.

Or, *viâ* Samsoon (*which see*); thence by horse to Tokat, Sivas, Karput, Diarbekir, and as above.

Weights, &c. (local):—The alweh wezneh = 134½ lbs.

T. M. from London, 15*s.* 6*d.*

BAGNERES-DE-BIGORRE, a town of France, on the river Adour, in a delightful situation, 10 m. S.S.E. Tarbes; lat. 43° 3′ N., lon. 0° 5′ E. Pop. 10,000. It derives its name from some mineral waters, and is much frequented during the summer months. Besides the bathing establishments, there are several places of public resort, concert-rooms, theatre, &c.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Paris (arr. *Chemin de fer du Nord*, dep. *Chemin de fer d'Orléans*), Orleans, Vierzon, St. Sebastian, Perigueux, Viviers, Toulouse, and Tarbes.

Hôtel de France.

T. M. from London, 3*s.* 4*d.*

BAHIA, or **SAN SALVADOR**, an important sea-port, Brazil, on the Atlantic Ocean, on the E. coast of S. America, between the ports Pernambuco in the N. and Rio de Janeiro in the S.; lat. 12° 57′ S., lon. 38° 30′ W. Pop. 200,000. The

trade carried on between Bahia coastwise and with Europe and the U. States is very extensive, the exports consisting principally of sugar, cotton, coffee, tobacco, hides, diamonds, &c.; and the imports of cotton manufactures, woollen and linen stuffs, wine, copper, iron, &c.

Consul :—John Morgan, Esq.

Steamers leave Havre for Bahia 20th every month (E. Grosos, general agent, Havre).

For steamers from Liverpool, Southampton, and Bordeaux, *see* Table.

BAKU, a sea-port of Russia, on the W. coast of the Caspian Sea, 300 m. S. of Astrakhan; lat. 40° 32′ N.; lon. 49° 53′ E. Pop. 6000. The town is protected by a citadel, and has a good harbour.

Steamers of the Caucasian Steam Navigation Company, *en route* from Astrabad to Astrakhan, touch at Petroosh and Baku once a fortnight.

BALAKLAVA, a sea-port of Russia in the Crimea, 18 m. S.E. Sebastopol; lat. 44° 29′ N., lon. 33° 31′ E. Pop. 5000. A great battle was fought here on the 25th Oct., 1854, between the Russian and the allied Anglo-French troops. The harbour is a very good one.

For steamers, *see* SEBASTOPOL.

BALEARIC ISLANDS, *see* **MAJORCA** and **MINORCA**.

BALIZE, cap. of British Honduras, on the E. coast of the peninsula of Yucatan, Central America; lat. 17° 32′ N., lon. 88° 9′ W. Pop. 5000. It is situated at the mouth of the river which has given it its name, and is surrounded by cocoa trees. Principal buildings: government-house, barracks, fort, and court-house.

For route from London, *see* ST. THOMAS; thence by sailing-packet.

Letters from England to British Honduras, *viâ* United States, under 1 oz., 1*s.*; 1 oz., 2*s.*; registr. fee, 4*d.*; newspapers, 2*d.*

BALLENITA, a sea-port of Ecuador, on the N.W. coast of S. America. S.W. of Quito, on the S. Pacific Ocean; lat. 2° 3′ S., lon. 81° 5′ W.

For steamers, *see* Table.

BALLINA, a port of Ireland, on the Moy, 16 m. N.N.E. Castlebar and 120 m. from Dublin; lat. 54° 7′ N., lon. 9° 9′ W. Pop. 5000. Two miles from Ballina are the ruins of Connor Castle.

174 vessels, of 18,046 tons burden, entered and cleared the port during the year 1868.

Mail route from London (Euston Square station), *viâ* Holyhead and Kingstown.

Hotel:—Moy.

T. M. from London, 4*s*.

BALTIMORE, a sea-port of the U. States and principal town in Maryland; lat. 39° 30′ N., lon. 76° 45′ W.; lies 98 m. S.W. Philadelphia, and 186 m. from New York, *viâ* Philadelphia, Washington, and Havre de Grace. Pop. 250,000.

Baltimore is finely situated on the Patapsco, 10 m. before that river falls into Chesapeake Bay. Being built terracewise on the hill slopes, it presents a striking appearance from the river, the celebrated monument of Washington soaring above all other structures. It is more than 200 ft. high, has a colossal statue of Washington at the top of a Doric shaft, and is considered the finest structure of its kind. From its balcony the view of the harbour, shipping, and environs is magnificent in the extreme.

The city is about 4 m. in circumference. The principal buildings are: the exchange, a large and elegant structure, containing also the custom-house, post-office, and reading-room; the Maryland Institute, with its public 'Centre Market,' the new city hall, court-house, corn-exchange, the imposing Roman Catholic cathedral, and numerous churches, hospitals, &c.

Of literary institutions, the University of Maryland, Athenæum, Peabody Institute, and St. Mary's College are the most prominent. Amongst the parks and squares, Druid Hill Park, Patterson Park, Union Square, and Franklin Square deserve mentioning. The City Passenger railway runs from 6 A.M. to midnight; car and stage routes are in all principal streets, giving every facility for travelling from one part of the city to the other.

Baltimore has not only recovered its former prosperity, lost for a time during the disastrous civil war, but is gaining a commercial importance which before long will only render this port second to that of New York and Boston. During the past year 100 steamers and 900 sailing vessels carried on the trade of the port. The imports amounted to 13¼ million dollars, gold, during 1868; the exports to nearly 15 million dollars, in currency. The principal imports which showed an increase were sugar, molasses, fruit, fish, and iron; the amount of duties collected on these in 1868 was 6¼ millions of dollars, against less than half that sum in 1865. Nearly 100,000 bales of cotton were exported from Baltimore last year, being treble the number of bales exported in 1865. This port being the nearest Atlantic market to a large section of cotton-growing districts, and having great railway and other facilities for

transport, there can be no doubt that raw cotton will find its way in very large and increasing quantities to Baltimore, both for manufacture and export. There are already twenty cotton factories in and near Baltimore, employing more than 5000 hands. Male factory hands earn 2½ to 3 dollars a-day; females, from 75 cents to 1¼ dollar per day. Bricklayers earn from 4½ to 5 dollars a-day; blacksmiths, carpenters, &c., 2½ to 3 dollars; workmen on railroads from 30 to 50 dollars a-month. The new railroads being built are the Pittsburgh and Connellsville, connecting with the Baltimore and Ohio; the Baltimore and Potomac; the Western Maryland and the Union, besides new branches in connection with the Baltimore and Ohio railroad. A direct rail to Washington is in contemplation.

Since the overflow of Jones' Falls, the stream which divides the city into the eastern and western sections, and which caused such havoc and loss of life in July last, the attention of the community is seriously directed towards diverting the course of the river around the city, or widening its bed and enclosing it with quays; nothing definite has, however, as yet been settled, except deepening and cleansing the bed in anticipation of the freshets of next summer.

Consul:—Henry Thomas Alfred Rainals, Esq.

For steamers, *see* Table.

Hotel:—Barnum's.

T. M. from London, 32*s.* 6*d.*

BANBURY, a town and parliamentary borough of England, co. Oxford, 17 m. W.N.W. Buckingham, and 78 m. N.W. London by London and N.-Western railway, with which it is connected by a branch line from Bletchley; lat. 53° 4′ N., lon. 1° 18′ W. Pop. 10,000.

Member of Parliament:—Bernhard Samuelson, Esq. (L.), London residence, 55, Grosvenor Place, S.W.

Rail from London (Euston Square), 6.25, 10.10, and 11 A.M.; 1, 3.30, and 6.15 P.M. Fare, 14*s.* 1st cl.

Hotel:—The Red Lion.

BANDON, a town and parliamentary borough of Ireland, co. Cork, 12 m. S.W. Cork, and 180 m. from Dublin by railway; lat. 51° 45′ N., lon. 8° 42′ W. Pop. of parliamentary borough, 6500. A small import and a large export trade in corn and butter is carried on. Not far from Bandon is the old castle of Dundaneere, likewise a good chalybeate spring.

Member of Parliament:—William Shaw, Esq. (L.), London residence, 8, Bolton Street, W.

Rail from London (Euston Square), *viâ* Holyhead, thence by steamer to Kingstown, thence by Gt. Southern and Western railway.

Hotel:—Commercial.
T. M. from London, 4*s*.

BANFF, a sea-port and parliamentary borough of Scotland, cap. co. Banff, 44 m. N.W. Aberdeen; lat. 57° 40′ N., lon. 2° 30′ W. Pop. of parliamentary borough, 7000. The town is seated on the slope of a hill, at the mouth of the Deveron. A bridge unites the town with Macduff, and its harbour has a good pier. Banff unites with Elgin, Cullen, Inverary, Kintore, and Peterhead to send one member to the House of Commons. (*See* ELGIN.)

8830 vessels, of 2,161,050 tons burden, entered and cleared the port during the year 1868.

Members of Parliament:—COUNTY; Robert W. Duff, Esq. (L.), London residence, 29, Charles Street, Berkeley Square, w. BOROUGH, &c.; Mountstuart Elphinstone Grant Duff, Esq. (L.), London residence, 4, Queen's Gate Gardens, w.

Rail from London (King's Cross), *viâ* York and Edinburgh, 10 A.M.; 8 and 9.15 P.M. Fare, 88*s*. 6*d*.

Hotel:—Fife Arms.
T. M. from London, 2*s*.

BANGALORE, a fortified town of Mysore, S. Hindostan, 215 m. from Bombay; lat. 12° 58′ N., lon. 77° 39′ E. Pop. 70,000. The town is surrounded with walls, and is defended by a fort, which contains the palace of Tippoo Sahib. Bangalore is a station on the Madras Bangalore branch of the Gt. Southern of India (Madras) railway, 216 m. from Madras.

For route from London, *see* MADRAS.
T. M. from London, 57*s*.

BANGKOK, capital of the kingdom of Siam, and its principal sea-port, stands on both sides of the Menaim; lat. 13° 41′ N., lon. 101° 11′ E., 15 m. N. the Gulf of Siam. Pop. 300,000. The Menaim is nearly ½ m. wide here, and vessels up to 250 tons burden may always reach Bangkok in safety. The town is extensive; the palace of the king, the court, and the officials forming separate parts, occupying a large area. Part of the population live on rafts on the river, as in other Chinese maritime places. The buildings, including the temples, are plain. The Siamese are trying hard to obtain excellence in European manufactures and to avail themselves of our mechanical appliances. Iron bridges have been erected over some of the creeks; gas-works have been erected in the palaces of the king and the prime minister; steam dredges have been put together to cleanse the river; steam mills have been erected with machinery imported from England. In short, there is good hopes of growing commercial intercourse.

The total exports, consisting principally of rice, sugar, salt

fish, teak, gum, sapan wood, peas, rosewood, and specie, amounted to more than a million sterling during last year; the imports, consisting of manufactured and fancy goods, liquors, opium, silks, &c., to nearly a million sterling. A canal is in progress to Ratburi, to open direct communication with the rice districts in the interior. A lighthouse has been erected, to show the anchorage and entrance to the river.

Consul-General:—Thomas George Knox, Esq.

For route from London, *see* SINGAPORE; thence by sailing vessel.

Money, &c.:—The 'tical' is the silver coin = 2*s.* 6*d.* Spanish dollars, worth 4*s.* 2*d.*, are taken in payment at the rate of 3 dollars for 5 ticals. There are some pewter coins, half and quarter phainung; the latter nearly = 1*d.*; 4 phainungs = 1 fuang; 2 fuangs = 1 miam; 4 miams = 1 tical; 4 ticals = 1 tamlung; 20 tamlungs = 1 catty = 10*l.*; 100 catties = 1 pecul = 1000*l.*

Weights, &c.:—1 catty = 2⅔ lbs.; 50 catties = 1 picul = 133⅓ lbs. The Siamese divide the lunar month into two parts, the increasing and the waning moon. The days of the second half also number from 1 to 14 or 15. Even months have 30 days, odd ones, 29. Every 19 years 3 days are added.

BANGOR, a sea-port of Ireland, co. Down, prov. Ulster, 90 m. N. Dublin and 12 m. E.N.E. Belfast; lat. 54° 8′ N., lon. 9° 42′ W. Pop. 3000. The town is situated on the S. side of the Bay of Carrickfergus. In summer Bangor is a favourite resort for sea-bathing.

Rail from London (Euston Square), 7.15 A.M. and 8.25 P.M., *viâ* Holyhead and Kingstown.

Hotel:—Castle.

T. M. from London, 4*s.*

BANGOR, a sea-port of N. Wales, co. Carnarvon, 36 m. W. of St. Asaph, and 226¼ m. from London by London and N.-Western railway; lat. 53° 13′ N., lon. 4° 8′ W. Pop. 11,000. Bangor is the see of a bishop. Principal buildings: bishop's palace and cathedral. The harbour is accessible to vessels of 200 to 300 tons; the trade, however, is comparatively insignificant, and is confined to the import of coals and other necessaries.

Member of Parliament:—W. B. Hughes, Esq. (L.), London residence, Union Club, S.W.

Rail from London (Euston Square station), 6.15, 9, 9.5, and 11 A.M.; 2.45, 5, and 9.15 P.M. Fare, 42*s.* 1st cl.

Hotel:—Penryn Arms.

T. M. from London, 1*s.* 6*d.*

BARBADOES, the easternmost of the Windward Islands, West Indies, is 23 m. in length and 15 in breadth. Bridgetown,

the capital, is in lat. 13° 12′ N., lon. 59° 45′ W. Pop. of island, 150,000. Climate healthy. Imports consist principally of cottons, linens, woollens, &c.; exports principally molasses, most of which goes to England.

For steamers, *see* Table.

Letters from England to Barbadoes, under ½ oz, 1*s.*; 1 oz., 2*s.*; registr. fee, 4*d.*; newspapers, 1*d.*

BARCELONA, a sea-port and handsome, large, rich, and strong city of Spain, on the Mediterranean, 315 m. E.N.E. Madrid, 194 m. N.E. Valencia, and connected by railway with both these cities; lat. 41° 21′ N., lon. 2° 10′ E. Pop. 100,000. The town is strongly fortified, and is divided by a promenade, called La Rambla, into two parts. With the exception of the cathedral, the custom-house, and the old palace of the kings of Aragon, few buildings are worthy of note. The opera enjoys considerable reputation; there are also several valuable libraries. Principal imports: cotton, sugar, hides, dye-woods, coffee, &c. Exports: wrought silks, soap, paper, lace, steel, &c.

Consul:—James Hannay, Esq.

Steamers leave Barcelona for Port Mahon, calling at Alcudia, Wednesdays, 4 P.M.; for Palma, Fridays, 4 P.M.; for Escatron, on the Ebro, Thursdays and Sundays, touching at Tarragona and Tortosa, returning Tuesdays and Fridays (Agents, Messrs. Farran & Co., 8 *bis*, Porto Ziffre, Barcelona).

The mail steamers of A. Lopez & Co. (London Agents, J. R. Yglesias & Co., 9, King's Arms Yard, Moorgate Street, E.C.) leave Barcelona for Cadiz, 7th and 22nd of each month, *viâ* Valencia, Alicante, and Malaga; returning 1st and 16th. The steamers of the Services Maritimes (Segovia, Guadra, & Co., Eugene Haynes, 29, Rue Thubaneau, Marseilles) leave Marseilles for Barcelona, *en route* to Cadiz and intermediate ports, Thursdays; returning Saturdays. The Spanish screw-steamers (McAndrews & Co., Bond Court Chambers, Walbrook, London, E.C.) leave London (S. side Coburg Dock) weekly for Barcelona —fare 16*l.* 1st cl.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Paris (arr. *Chemin de fer du Nord*, dep. *Chemin de fer d'Orléans*), Orleans, Perigueux, Agen, Montauban, Toulouse, Narbonne, Perpignan, Rosas, and Gerona.

Hotel:—Cuatro Naciones.

T. M. from London, 7*s.*

BAREILLY, a city in Hindostan, cap. of district, on the Jooah and Sunkrah; lat. 28° 22′ N., lon. 79° 26′ E.; 120 m. N.E. Agra, and 700 m. N.W. Calcutta. Pop. 70,000. The principal manufacture is brass ware.

For route, *see* AGRA; thence by dâk.
T. M. from London, 57*s*.

BARI, a sea-port of S. Italy, 25 m. E. by S. Trani, 50 m. N.N.W. Taranto; lat. 41° 8′ N., lon. 16° 56′ E. Pop. 54,000. It is seated on the Gulf of Venice, and its trade principally consists of olives and almonds. The city has fabrics of cotton, cloth, silk, hats, soap, glass, &c. The port only admits small vessels; but there is good anchorage in the roads. A railway connects the town with Trani and Ancona.
Consul:—Giuseppe Zono, Esq.
Steamers of the Italian Steam-packet Company (Peirano, Danovaro, & Co.) touch at this port *en route* from Genoa to Ancona, and *vice versâ*.
T. M. from London, 7*s*. 6*d*.

BARNSLEY, a town in England, West Yorkshire, 53 m. N. by W. Nottingham, 185 m. from London by Gt. Northern railway; lat. 53° 32′ N., lon. 1° 28′ W. Pop. 20,000. It is the seat of an extensive linen manufacture, and in the vicinity are many bleaching-grounds and several coal mines.
Rail from London (King's Cross), 7.40, 10, and 12 A.M.; 2.45 P.M. Fare, 30*s*. 8*d*. 1st cl.
Hotel:—King's Head.
T. M. from London, 1*s*. 6*d*.

BARNSTAPLE, a sea-port town in England, co. Devon. It lies on the river Taw, where it begins to expand into an estuary in the Bristol Channel, 35 m. N.N.W. Exeter, and 211 m. from London by S.-Western railway; lat. 51° 5′ N., lon. 4° 5′ W. Pop. 10,000. Imports consist chiefly of timber and deals; exports, of manufactured and agricultural produce.
1920 vessels, of 106,503 tons burden, entered and cleared the port during the year 1868.
Members of Parliament:—Thomas Cave, Esq. (L.), London residence, 66, Lancaster Gate, W.; Charles H. Williams, Esq. (C.), London residence, Junior United Service Club, S.W.
Rail from London (Waterloo), 6.45, 10.50, and 11.40 A.M.; 3.50 P.M. Fare, 48*s*. 1st cl.
Hotel:—Royal.
T. M. from London, 1*s*. 6*d*.

BARODA, city in Hindostan, capital of the Guicowar dominions, and the seat of a British resident, 244 m. from Bombay by Bombay, Baroda, and Central India railway; lat. 22° 21′ N., lon. 73° 22′ E. Pop. 120,000.
Trains on the Bombay and Baroda railway leave Bombay for Baroda twice daily.
T. M. from London, 57*s*.

BARROW-IN-FURNESS, a sea-port of England, co. Lancashire, at its N.W. point; lat. 52° 47′ N., lon. 1° 10′ W. Pop. 22,000. It is the greatest entrepôt for iron in England. Its large new docks were completed two years ago. In the vicinity is the picturesque ruin of Furness Abbey. (Furness Abbey Hotel.)

The Barrow Steam Navigation Company's steamers ply daily, 2 P.M. (Sundays excepted), between Barrow-in-Furness and Douglas, Isle of Man; returning at 8 A.M.

Rail from London (St. Pancras station), 7.45, 9, and 10 A.M.; 8.35 P.M. Fare, 48*s.* 4*d.* 1st cl.

Hotel:—The Royal.

T. M. from London, 2*s.*

BASEL (French, BASLE), cap. of canton Basel, in Switzerland, 175 m. N. by E. Geneva and 250 m. E. by S. Paris; lat. 47° 33′ N., lon. 7° 35′ E. Pop. 40,000. It is a large and flourishing city, lies on both sides of the Rhine, spanned by a fine bridge, has a handsome cathedral and a university, with a fine library and a rich cabinet of medals. The hôtel de ville has many valuable paintings and frescoes.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 7.35 P.M., *viâ* Dover, Calais, Paris (arr. *Chemin de fer du Nord*, dep. *Chemin de fer de l'Est*), Troyes, Chaumont, Vesoul, and Mulhouse. Fare, 104*s.* 3*d.*

Hotel:—Tête d'Or.

T. M. from London, 5*s.* 10*d.*

BASSE-TERRE, a sea-port and capital of the island Guadeloupe, belonging to the French W. Indies, on its S.W. coast; lat. 1° 4′ N., lon. 61° 46′ W. Pop. 6000. It is the residence of the governor, and is defended by a citadel and other fortifications. There is no harbour, and little shelter in the roadstead.

Consul:—Paul Hurel, Esq.

For steamers, *see* Table.

See also BASSE-TERRE under ST. KITTS.

BASTIA, a sea-port on the E. coast of Corsica, and formerly its capital, 8 m. E. Florence, and 110 m. S. by E. Genoa, and 80 m. S.S.W. Leghorn; lat. 42° 41′ N., lon. 9° 27′ E. Pop. 20,000. This town has a fine appearance from the sea. It is defended by a citadel. The harbour is only fit for small vessels. The exports are oil, wine, goat-skins, coral, wood, and bricks. At the entrance to the port is a rock, called 'Il Leone,' from the striking resemblance it bears to a lion couchant. The Empress of the French, on a visit to the island with the Prince Imperial, laid the foundation stone to a new hospital in August, 1869.

The Italian mail steamers of Rubattino & Co. leave Cagliari for

Bastia, Mondays and Thursdays, 9 P.M.; returning Sundays, 9 A.M. Those of the 'Compagnie Marc Fraissinet' leave Marseilles for Bastia, *en route* to Livorno, Fridays, 9 A.M.—fare, 30 fr. 1st cl. Likewise those of MM. Valery leave Marseilles for Bastia, *en route* to Livorno, Friday and Sunday mornings.

Consul:—W. Jesse, Esq.

T. M. from London, 4*s.* 2*d.*

BATAVIA, a sea-port and city on the N.E. part of the island of Java; lat. 6° 8′ S., lon. 106° 53′ E. Pop. 150,000. It lies on the river Jacatra, and is a large and handsome town, being the capital of the Dutch possessions in the E., and the seat of the governor and of the supreme court. The city is protected by a fort, built of coral rock, and intersected by canals. From its low position it is extremely unhealthy, although its sanitary condition has of late years much improved by draining, &c. Principal buildings: government-house, museum, custom-house, churches, theatre, &c.

The commerce of Batavia is extensive. The imports from Java to Great Britain amounted to 75,290*l.* last year; the exports to 1,349,225*l.* in the previous year. Coffee is the great staple export; it is raised in most of the uplands, as well as indigo, tobacco, cotton, cinnamon, maize, cocoa, sago, &c. There are dense forests of teak trees in the island. A good road traverses the island throughout its entire length. Batavia has telegraphic communication with Singapore.

Consul:—James McLachlan, Esq.

Batavia is the chief station of the Netherlands Indian Steam Navigation Co., whose steamers connect Singapore with Batavia.

For overland route from Southampton and Marseilles, *see* Table.

Letters from England to Java, *viâ* Marseilles, by British packet, under ½ oz., 1*s.* 4*d.*; 1 oz., 2*s.* 8*d.*; newspapers, 3*d.*, not exceeding 4 oz. *Viâ* Southampton, under ½ oz., 1*s.*; 1 oz., 2*s.*; newspapers, 2*d.*, not exceeding 4 oz. By French packet, under ½ oz., 1*s.* 4*d.*; 1 oz., 2*s.* 8*d.*; newspapers, 3*d.*, not exceeding 4 oz.; registr. fee, 4*d.*

Money, &c.:—The sovereign = 12 florins. The Spanish doubloon (current here) = 38 fl. 40 c.

Weights, &c.:—1 catty = 16 taels = 1·35 lb.; 1 pecul = 136 lbs.; 1 sack = 61 lbs.

Hotel:—Les Pays Bas.

BATH, a city of England, co. Somerset, on the Avon, 12 m. E.S.E. Bristol, and 106¾ m. W.S.W. London by the Gt. Western railway; lat. 51° 24′ N., lon. 2° 22′ W. Pop. 60,000. Bath is famous for its hot mineral springs, which cause it to be frequented by large numbers of visitors, especially in summer. The springs, or wells, are distinguished by the names of the Cross

bath, the Hot bath, the King's bath, and the Queen's bath, their temperature varying between 110° and 120° Fahrenheit.

Bath is one of the finest towns in England, as regards its splendid outward appearance and the elegance of its houses and public edifices. Amongst the latter are the Abbey church, guildhall, market-house, assembly-rooms, mechanics' institute, &c. In the neighbourhood are the valleys of Lyncomb, Claverton, with an Elizabethan mansion belonging to the Vivian family, and possessing some fine paintings; Salisbury Hill, 600 ft. high; and the ruins of Farleigh Castle and Hinton Priory.

Members of Parliament:—Sir William Tite, Bart. (L.), London residence, 42, Lowndes Square, S.W.; Dr. Donald Dalrymple (L.), London residence, 44, Devonshire Street, W.

Rail from London (Paddington), 6. 7, 9.15, 10.10, and 11.45 A.M.; 2, 2.35, 4.50, 8.10, and 9 P.M. Fare, 23*s.* 5*d.* 1st cl.

Hotel:—The York House.

BATHURST, a sea-port of W. Africa, on the island of St. Mary, at the mouth of the river Gambia; cap. of the British possessions on that river; lat. 13° 28′ N., lon. 16° 35′ W. Pop. 7500. The imports amount to about 100,000*l.* annually, and the exports to half as much more.

For steamers, *see* Table.

BATOUM, a sea-port of Turkey in Asia, prov. Trebizond, near the Russian frontier on the E. shore of the Black Sea; lat. 41° 37′ N., lon. 41° 40′ E. The harbour, which is open to the E.N.E. and N., is defended on the W. by a projecting tongue of land, and has deep water, large ships anchoring within a few feet of the shore.

Steamers of the Russian Steam Navigation Company leave Constantinople for Batoum on Mondays, returning on Saturdays (Constantinople agent, Baron E. de Steiger).

T. M. from London, 15*s.* 6*d.*

BAUTZEN, a town of Saxony, on the river Spree, 30 m. E.N.E. Dresden and 65 m. Prague; lat. 51° 10′ N., lon. 14° 27′ E. Pop. 12,000. Principal buildings: stadt-haus, theatre, St. Peter's kirche, Schloss Ortenburg, gymnasium, and public library.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Brussels, Aix-la-Chapelle, Cologne, Hanover, Magdeburg, Leipzig, and Dresden.

Hotel:—Goldne Krone.

T. M. from London, 6*s.*

BAYONNE, a sea-port and fortified town of France, about 3 m. from the sea, on the Adour, at its confluence with the

Nive, 25 m. S.W. Dax and 486 m. from Paris; lat. 43° 29′ N., lon. 1° 28′ W. Pop. 30,000. Bayonne is protected by a strong citadel built by Vauban. The town consists of three parts, Great and Little Bayonne, and the suburb St. Esprit. It is a very handsomely built town, and the quays along the banks of the river Adour form very pleasant promenades. It is a bishop's see, and its principal buildings are the cathedral, hôtel de ville, public library, college, theatre, and exchange. The imperial government has a very extensive ship-building establishment here. An excellent harbour renders the port one of great trade. Five miles from Bayonne lies BIARRITZ, which has become celebrated since Napoleon III. has built the 'Villa Eugénie,' a marine residence for the imperial family.

Consul:—F. J. Graham, Esq.

Steamers leave Bayonne for St. Sebastian, Bilbao, and Santander, twice a-week.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Paris (arr. *Chemin de fer du Nord*, dep. *Chemin de fer d'Orléans*), Orleans, Tours, Poitiers, Bordeaux.

Hôtel de Commerce.

T. M. from London, 3*s.* 4*d.*

BAZIASCH, a town of Austria, on the l. b. of the Danube, N.E. of Belgrade. Baziasch is almost entirely surrounded by the Karpathian mountains. The river is wedged in between high rocks, and the scenery, for the traveller who has arrived by rail, and proceeds from here by steamer down the Danube, is romantic and grand. It is a terminal station of the Staatsbahn railway, on the direct route from London, *viâ* Vienna, to Varna, the Black Sea, and Constantinople. The steamer takes the traveller down the Danube to Roustchouk; thence by rail to Varna, and steamer to Constantinople.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Brussels, Aix, Cologne, Hanover, Magdeburg, Dresden, Bodenbach, Prague, Brunn, Marchegg, Pesth, Szegedin, and Temeswar. Through fare, 263*s.* Or, *viâ* Dover and Ostend, fare, 259*s.*

T. M. from London, 6*s.* 6*d.*

BEAUMARIS, a sea-port of Wales, and favourite watering-place, co. Anglesea, 4 m. N.N.E. the Menai Bridge, 59 m. W. by N. Chester and 251 m. N.W. London; lat. 53° 17′ N., lon. 4° 5′ W. Pop. 3000. Beaumaris lies on the old line of road between Chester and Holyhead, and is pleasantly situated and well built. The scenery in the vicinity is picturesque, and contains the ruins of an ancient castle. The harbour is good, and

protected by a quay. 2593 vessels, of 635,018 tons burden, entered and cleared this port last year.

Members of Parliament:—COUNTY (Anglesea); Richard Davies, Esq. (L.), London residence, 103, Harley Street, W. CITY; The Hon. W. O. Stanley (L.), London residence, 40, Grosvenor Place, S.W.

Steamers leave Beaumaris for Liverpool every week-day, except Saturday (Agent, Capt. Payne, R.N., 20, Water Street, Liverpool).

Rail from London (Euston Square) to Bangor, 6.15, 7.15, 9, and 10 A.M.; 5, 8.25, and 9.15 P.M. Fare, 47*s.* 1st cl. Thence by steamer.

Hotel:—Bulkeley Arms.

T. M. from London, 1*s.* 6*d.*

BEDFORD, a town in England, on the Ouse, 27 m. E. by N. Buckingham and 45 m. N.N.W. London, on the Midland railway; lat. 52° 8′ N., lon. 1° 28′ W. Pop. 151,000. The town is handsomely situated in a valley on both sides of the river, spanned by a handsome bridge. Principal buildings: sessions-house, theatre, assembly-rooms, county gaol, lunatic asylum, and infirmary.

Members of Parliament:—COUNTY; F. C. Hastings Russell, Esq. (L.), London residence, 82, Eaton Square, S.W.; Colonel Richd. T. Gilpin (C.), London residence, 119, Pall Mall, S.W. BOROUGH; James Howard, Esq. (L.), London residence, 4, Cheapside, E.C.; Samuel Whitbread, Esq. (L.), London residence, 2, Queen's Gate Gardens, W.

Rail from London (St. Pancras), 6.15, 6.25, 7.45, 9.0, 10.35, and 11.45 A.M.; 1.45, 3.0, 3.40, 5.30, 5.45, 7.48, and 8.35 P.M. Fare, 8*s.* 9*d.* 1st cl.

Hotel:—St. George.

BELFAST, a sea-port of Ireland, at the mouth of the river Lagan, on Carrickfergus Bay, 9 m. S.W. of Carrickfergus, and 100 m. N. Dublin; lat. 54° 35′ N., lon. 6° 50′ W. Pop. 125,000. Combining both the elements of Manchester and Liverpool, Belfast is not only the most important manufacturing town of Ireland, but also its largest and most thriving sea-port. The town is well built, has spacious and well-paved streets, and contains many excellent public buildings, such as the Queen's College, Belfast Academy, exchange and news-rooms, infirmary, county gaol, &c., besides which there are numerous churches and chapels of all denominations, charitable institutions, public libraries, museum, mechanics' institute, music-halls, theatre, and botanic garden. The town is especially celebrated for its linen and cotton factories, some of which employ thousands of hands, and are worked both by water and steam power.

Ship-building is extensively carried on, and Belfast can boast of having turned out from her wharfs some very fine and large steamers for our great ocean highways. Belfast Lough, with its vast expanse and ample depth, forms one of the finest harbours in the world. During last year 10,198 vessels, of 1,887,719 tons burden, entered and cleared the port of Belfast.

Members of Parliament:—Co. ANTRIM; Hon. Ed. O'Neill (C.), London residence, 19, Belgrave Square, s.w.; Rear-Admiral G. H. Seymour, C.B. (C.), London residence, 2, Eaton Place, s.w. BOROUGH; William Johnston, Esq. (C.), London residence, 66, Ebury Street, s.w.; Thomas McClure (L.), London residence, Reform Club, s.w.

Steamers leave Belfast for Ardrossan, Mondays, Wednesdays, and Fridays, 7.30 P.M., 8*s.*; Barrow-in-Furness (short sea route to London), daily, 7.20 P.M., 12*s.* 6*d.*; Bristol, once a-week, 17*s.* 6*d.*; Cardiff, 17*s.* 6*d.*; Carlisle, *viâ* Whitehaven, 12*s.*; Cork, *viâ* Glasgow, 17*s.* 6*d.*; Dublin, Wednesdays, 12*s.* 6*d.*; Fleetwood, every week-day, 7.30 P.M., 12*s.* 6*d.*; Glasgow and Greenock, week-days, 7 P.M., 12*s.*; Liverpool, week-days, 7 P.M., 12*s.* 6*d.*; London, Tuesdays, 20*s.*; Stranraer (?), 6*s.*; Waterford, Tuesdays, 15*s.*; Whitehaven, Wednesdays, 10*s.* (all 1st cl.).

Route from London (Euston Square), 10 A.M. and 8.15 P.M., *viâ* Holyhead and Kingstown, 65*s.* 6*d.* 1st cl.; *viâ* Fleetwood, 45*s.*

Hotel:—Imperial.

T. M. from London, 3*s.*

BELGRADE, a fortified city on the Danube, in Servia; lat. 44° 49′ N., lon. 20° 31′ E. Pop. 30,000. It lies in a commanding position at the confluence of the Danube with the Save, and is strongly fortified. The town is protected by a strong citadel, which has become celebrated for having endured many sieges. There are many churches and mosques in the town, which is gradually being transformed from an Eastern into a European town. Belgrade has manufactures of silks, cutlery, carpets, &c., and carries on an active trade between Austria and Turkey.

Consul-General:—John Augustus Longworth, Esq., C.B.

The steamers of the Imperial Danube Steam Navigation Co. leave Vienna daily, 6.30 A.M., *en route* for Galatz and intermediate parts, touching at Belgrade.

For route from London, *see* Vienna; thence by steamer on the Danube, or by rail to Baziasch (*which see*), and steamer.

Letters from England to Servia, *viâ* France, under ¼ oz., 6*d.*; ½ oz., 1*s.*; ¾ oz., 1*s.* 6*d.*; 1 oz., 2*s.*; newspapers, 2*d.*, not exceeding 4 oz. *Viâ* Belgium, under ½ oz., 6*d.*; 1 oz., 1*s.*; newspapers, 2*d.*, not exceeding 4 oz.; registr. fee, 4*d.*

T. M. from London, 6*s.* 6*d.*

BENARES, a large city on the Ganges, in Bengal; lat. 25° 16′ N., lon. 83° 2′ E. Pop. 600,000. It lies 89 m. E. Allahabad and 541 m. N.W. Calcutta, on the E. Indian railway. It is picturesquely situated on the high banks of the river, and is held in great veneration by the Hindoos, who have some fine temples here. The mosque of Aurungzebe is a celebrated Mahomedan building, and lies in the middle of the town. The bankers and merchants of Benares are wealthy. The Hindoo pilgrims from all parts of India flock to Benares at certain festivals.

Route from London, *see* CALCUTTA; thence by E. Indian railway.

T. M. from London, 57*s*.

BENGAZI, a sea-port of Tripoli, 420 m. E.S.E. Tripoli; lat. 32° 6′ N., lon. 20° 2′ E. Pop. 3000. Cattle, wool, butter, and skins are exported. The harbour only admits vessels of small tonnage.

Consul:—George Dennis, Esq.

Route, *see* MALTA; thence by sailing-packet. Or, *viâ* Tripoli (*which see*); thence by local sailing-packet.

T. M. from London, 17*s*.

BENIN, a town of Africa, capital of kingdom of same name, on the Benin river, 80 m. from its mouth in the Bay of Benin; lat. 6° 16′ N., lon. 5° 55′ E. Pop. 16,000. The streets of Benin are long and broad, and the shops are filled with European merchandise, as well as with native products. The royal palace is an extensive building, but without any pretext to splendour. The district produces cattle, sheep, goats, pigs, poultry, yams, cotton, ivory, but, the river not being navigable for large ships higher than 40 m. below Benin, the traffic is chiefly carried on at BRASS. GATTO, or AGATTON, is the port of Benin; it lies about 15 m. S.S.W. Benin, on a creek of the Benin, accessible to vessels of 600 tons burden.

For steamers, *see* Table.

BERDIANSK, a sea-port of S. Russia, Taurida, at the mouth of the Berda, N. shore of the sea of Azof, 155 m. N.E. Simpheropol; lat. 46° 39′ N., lon. 36° 49′ E. Pop. 10,000. It is a well-built town, and has a good harbour; a lighthouse shows the entrance into it. There are some salt-lakes in the vicinity.

Consul:—James Zohrab, Esq.

Steamers of the Russian Steam Navigation Company leave Odessa for Berdiansk, Thursdays, 2 A.M.; returning Tuesdays, 8 P.M. Fare, 34 roubles, 1st cl.

T. M. from London, 10*s*.

BERGEN, a sea-port and city of Norway, 169 m. W.N.W. Christiania; lat. 60° 24′ N., lon. 5° 18′ E. Pop. 30,000. It lies at the bottom of a deep bay, and is built on a promontory. The castle and cathedral are remarkable edifices. The harbour is safe and commodious, but the entrance to it is difficult. The principal business is fishery, and there is considerable trade with Denmark, Sweden, Holland, Hamburgh, and England.

Consul:—Alexander Grieg, Esq.

Steamers leave Hull for Bergen, alternate Mondays, calling at Stavanger. Fare, 80*s*. Likewise the steamers of Messrs. Brownlow, Lumsden, & Co., Hull, fortnightly to and from Hull (Wilson, Sons, & Co.).

T. M. from London, 7*s*.

BERKS. For co. members, *see* **ABINGDON.**

BERLIN, the capital of Prussia, on the river Spree, 150 m. E.S.E. Hamburgh, 100 m. from Dresden and 700 m. from Paris; lat. 52° 30′ N., lon. 13° 24′ E. Pop. 700,000. Although Berlin stands in a flat and sandy plain, it is one of the finest cities in Europe. It consists of Berlin proper, Köln, Friederichswerder, Neustadt, and Friederichstadt. The streets are broad; that termed 'Unter den Linden' is the finest. At its one end is the 'Brandenburgher Thor.' It is surmounted by the colossal effigy of Victory, drawn by four horses; it was taken to Paris in 1807, and brought back after the battle of Leipsic in 1814. At the other end is the Royal Palace. Of the many bridges the 'Schlossbrücke' and the 'Friederichsbrücke' are the finest. Amongst the open squares the 'Lustgarten' is the finest in Berlin, and the 'Thiergarten' is the great public promenade outside the Brandenburgh Gate. The university bears a very high name throughout Germany, and is visited by more than a thousand students annually. There are, moreover, many educational, literary, and scientific academies and institutions, besides many fine churches, hospitals, theatres, &c. As the centre of not only a great kingdom but of the network of the railways of Germany, which connects Russia and the whole of North-Eastern Europe with its Western half, Berlin is a most important entrepôt of commerce. The great railway from Hamburgh forwards all the colonial goods landed at that port for the interior of Germany, besides which it has canals connecting it with the Elbe, Oder, and Vistula. Our imports from Prussia amounted to 7,320,410*l*. last year, and our exports to Prussia to 5,377,545*l*. the previous year.

The manufactures of Berlin comprise woollen, cotton, linen, and silk fabrics, hosiery, porcelain, admirable cast-iron articles, called 'Berlin jewellery;' type, mathematical and optical instruments, dye-stuffs, and articles of delicate workmanship.

Consul :—Victor de Magnus, Esq.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Brussels, Aix, Cologne, Hanover, and Magdeburg. Through fare, 137*s.* 7*d.* 1st cl.

Letters from England to Prussia, Coburg (Saxe), Hanover, Hesse, Lippe-Detmold, Luxemburg (Duchy of), Mecklenburg-Schwerin, Mecklenburg-Strelitz, Oldenburg, and Schaumburg-Lippe, *viâ* Belgium, under ½ oz., 6*d.*; 1 oz., 1*s.*; registr. fee, 4*d.*; newspapers, 2*d.* To Rhine Prussia, Coburg (Saxe), Hesse, Lippe-Detmold, Luxemburg (Duchy of), and Schaumburg-Lippe, *viâ* France, under ¼ oz., 6*d.*; ½ oz., 1*s.*; ¾ oz., 1*s.* 6*d.*; 1 oz., 2*s.*; registr. fee, 6*d.* ¼ oz.; newspapers, 1*d.* To all other parts of Prussia, Hanover, Mecklenburg-Strelitz, and Oldenburg, *viâ* France, under ¼ oz., 8*d.*; ½ oz., 1*s.* 4*d.*; ¾ oz., 2*s.*; 1 oz., 2*s.* 8*d.*; registr. fee, 8*d.* ¼ oz.; newspapers, 1*d.*

Money :—1*l.* sterling = 6 thalers 25 groschen; 1 thaler = 30 silber groschen = 2*s.* 11*d.* Fredericks d'or = 16*s.* 6*d.*

Weights, &c. :—1 Prussian lb. = 1·0311 lb. avoirdupois; 1 centner = 110·23 lbs.; 1 last = 4000 lbs.; 1 eimer = 15·118 gallons; the foot = 12·356 English inches; the morgen = 0·6308 acre; the mile = 8237 yards.

Hôtel de Russie.

T. M. from London, 6*s.*

BERMUDA, one of a group of about 400 small islands belonging to Great Britain in the Atlantic, 580 m. S.E. of Cape Hatteras, in S. Carolina; lat. 32° 29′ N., lon. 68° 48′ W. Pop. 12,000.

Steamers leave Halifax for St. Thomas, *viâ* Bermuda, monthly, and *vice versâ*.

BERN, a town of Switzerland, cap. of same name, on the Aar, 70 m. N.E. Geneva, 52 m. S. Basel, and 60 m. S.W. Zurich, on the railway between Basel and Lausanne; lat. 46° 55′ N., lon. 7° 26′ E. Pop. 30,000.

Bern is remarkable for being built almost entirely of free-stone, for the arcades formed by the houses, and for its fountains. It is the seat of the Federal Diet, alternately with Zurich and Lucerne. The trade of Bern is of some importance; there are manufactories of silk, straw-hats, woollen cloth, and stockings, and also tanneries and breweries.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Paris (arr. *Chemin de fer du Nord*, dep. *Chemin de fer de Lyon*), Milan, Montereau, Dijon, Dôle, Pontarlier, Neufchâtel, and Biel. Another route: Dover, Ostend, Brussels, Cologne, Mayence, Carlsruhe, Freiburg, and Basel. Through fare, 125*s.* 7*d.*

Letters to Switzerland, *viâ* Belgium, under ½ oz., 3*d.*; 1 oz., 6*d.*; registr. fee, 4*d.*; newspapers, 2*d.*, not exceeding 4 oz. *Viâ* France, under ¼ oz., 5*d.*; ½ oz., 10*d.*; ¾ oz., 1*s.* 3*d.*; 1 oz., 1*s.* 8*d.*; registr. fee, 5*d.* ¼ oz.; newspapers, 2*d.*, not exceeding 4 oz.

Money:—1*l.* sterling = 25 francs 20 centimes; 1 franc = 100 centimes = 9½*d.* There are half-franc, franc, and 2 and 5 franc pieces, the latter = 4*s.*

Weights, &c.:—100 lbs. = 110 lbs. avoirdupois; the ohm = $10\frac{7}{10}$ gallons; the maas = 2½ pints; large ell = $46\frac{4}{10}$ inches; small ell = $21\frac{4}{10}$ inches.

Hotel:—Bernerhof.

T. M. from London, 5*s.* 10*d.*

BERWICK-UPON-TWEED, a sea-port and ancient border-town of England, Northumberlandshire, 52 m. S.E. Edinburgh, 147 m. N. York, and 342 m. from London by Gt. Northern and N.-Eastern and Newcastle and Berwick railways; lat. 54° 42′ N., lon. 3° 58′ W. Pop. 10,000. It is a large and well-built town, interesting through its historical associations. An iron bridge across the Tweed connects the Newcastle and Berwick with the N. British railway. A handsome stone bridge forms the communication between England and Scotland. Amongst the public buildings are the town-hall, the exchange, and a fine old church. The Tweed is famous for its salmon fishery, and large quantities of timber are imported here from London and Norway.

Members of Parliament:—Lord Bury (L.), London residence, 65, Prince's Gate, w.; John Stapleton, Esq. (L.), London residence, 8, Queen's Gate Terrace, w.

Rail from King's Cross, 10 A.M.; 8 and 9.15 P.M. Fare, 66*s.* 3*d.* 1st cl.

Hotel:—King's Arms.

T. M. from London, 2*s.*

BERWICK. For co. members, *see* **GREENLAW.**

BESANÇON, an ancient town in France, on the Doubs, and on the Rhone and Rhine canal, 251 m. S.E. Paris and 50 m. from Dijon; lat. 47° 15′ N., lon. 6° 3′ E. Pop. 50,000. The town is well built and strongly fortified. Principal buildings: the cathedral, the arsenal, hôtel de ville, theatre, and hospital. There are several interesting relics of Roman antiquity in the neighbourhood, and vestiges of an amphitheatre. Besançon carries on an active trade with Switzerland.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Paris (arr. *Chemin de fer du Nord*, dep. *Chemin de fer de Lyon*), Montereau, Joigny, Montbard, Dijon, and Dôle.

Hôtel du Nord.
T. M. from London, 3*s.* 4*d.*

BETHLEHEM, a town in Syria, known above all others as the birthplace of our Saviour. It lies 6 m. S. Jerusalem; lat. 31° 43′ N., lon. 35° 13′ E. Pop. 4000.

The town of Bethlehem is situated on the slope of a ridge of hills which run in a direction from E. to W. It is now but an inconsiderable place. The church, erected here by the Empress Helena in the form of a cross, covers the reputed place of nativity of our Saviour. The church is supported by four rows of pillars, ten in a row, formed of an entire block of white marble. The church contains nothing remarkable; but the underground chapel, called the Chapel of the Nativity, is shown as the actual place of the birth of Christ. The vault is 30 ft. in length by 12 ft. broad, and receives no light from without. Here is shown the marble manger, standing about 2 ft. from the floor, and opposite it is the recess where the wise men of the East sat and worshipped. Besides the church there is a large convent, where the Franciscan monks dispense hospitality to the traveller.

For route, *see* JERUSALEM.

BEVERLEY, a town and parliamentary borough of England, and cap. of E. Riding, co. York, 9 m. N.N.W. Hull, and 224 m. from London by railway; lat. 53° 50′ N., lon. 0° 26′ W. Pop. 12,000. It is a station on the Scarborough, Bridlington, and Hull section of the N.-Eastern railway. The town stands a mile from the river Hull, with which it is connected by a canal called Beverley Beek. It is a large well-built town, and has a fine minster with two towers, and beautifully carved screen and altar. It stands upon the site of a monastery endowed by John de Beverley, Archbishop of York, in 717. Trade: corn, coals, malt, and leather. Ship-building and tanning are rather extensively carried on.

Rail from London (King's Cross station), 7.40, 9, and 10 A.M.; 9.15 P.M. Fare, 32*s.* 1st cl.
Hotel:—Beverley Arms.
T. M. from London, 1*s.* 6*d.*

BEWDLEY, a town and parliamentary borough of England, co. Worcester, 14 m. N.N.W. Worcester, 19 m. S.W. Birmingham, 137¼ m. N.W. London, on a branch of the Gt. Western railway. Pop. of parliamentary borough, 8000. It is pleasantly situated on the Severn, has a neat appearance, and the houses are well built. Manufactures in malt, tanning, and currying leather.

Member of Parliament:—Hon. Aug. H. A. Anson (L.), London residence, Army and Navy Club, S.W.

Rail from London (Paddington station), *viâ* Worcester (*which see*). Fare, 22*s.* 7*d.* 1st cl.

Hotel:—The George.

BEYROUT, a sea-port of Syria (pashalik of Saïda), on the S. side of a bay of the Mediterranean, 3 m. S. from Cape Beyrout; lat. 33° 50′ N., lon. 35° 24′ E. Pop. 60,000. This is the principal commercial port of Syria. It is a very ancient town, and has been several times destroyed by earthquakes. It has no buildings of note, but a good bazaar. The exports from Great Britain to Syria amounted to 1,229,249*l.* during last year, consisting of silk, wine, oil, gums, &c. Imports: muslins, cottons, hardware, cloths, &c. Beyrout is the port of Damascus, with which it is connected by a good road.

Consul-General:—G. J. Eldridge, Esq. Vice-Consul:—Thos. S. Jago, Esq.

Steamers of the Messageries Impériales leave Marseilles for Beyrout, 8th, 18th, 28th, at 4.30 P.M., returning 10th, 20th, and 30th, at 7 A.M.; fare, 633 fr.; through fare from London, 30*l.* 5*s.* 9*d.* Those of the Austrian Lloyd's leave Constantinople for Beyrout, Thursdays, 4 P.M.; returning Tuesdays, 7 P.M.: fare, 11*l.* 6*s.* 1st cl. Steamers of Messrs. Moss and Co. leave Liverpool for Alexandretta and intermediate ports, calling at Beyrout, once a-week; fare, 25*l.* 1st cl. Those of Papayanni Brothers, every ten days. Steamers of the Russian Steam Navigation Co. leave Odessa for Alexandria and intermediate ports, calling at Beyrout, bi-monthly; fare, 90 roubles, 1st cl.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Paris (arr. *Chemin de fer du Nord*, dep. *Chemin de fer de Lyon*), Montereau, Dijon, Lyons, Valence, Avignon, and Marseilles; thence by Messageries Impériales steamer (*see above*).

Letters from England to Syria, *viâ* Marseilles, by French packet, under ¼ oz., 6*d.*; ½ oz., 1*s.*; ¾ oz., 1*s.* 6*d.*; 1 oz., 2*s.*; registr. fee, 6*d.* ¼ oz.; newspapers, 2*d.*, not exceeding 4 oz. *Viâ* Belgium and Trieste, under ½ oz., 9*d.*; 1 oz., 1*s.* 6*d.*; registr. fee, 4*d.*; newspapers, 3*d.*, not exceeding 4 oz., and in addition, 1*d.* per oz. *Viâ* France and Trieste, under ¼ oz., 8*d.*; ½ oz., 1*s.* 2*d.*; ¾ oz., 1*s.* 10*d.*; 1 oz., 2*s.* 4*d.*; registr. fee, 4*d.*; newspapers, 3*d.*, not exceeding 4 oz.

T. M. from London, 15*s.* 6*d.*

BEZIERS, an ancient and handsome city of France, 39 m. S.W. Montpelier, 12 m. N.E. of Narbonne, and 8 m. N. of the Mediterranean, lies delightfully situated on a hill near the river Orbe and the Canal du Midi; lat. 43° 21′ N., lon. 3° 11′ E. Pop. 25,000. It was formerly an archbishop's see, and is surrounded by walls with towers. Good wines are grown in this

district, which is also fertile in cereals. Brandy distilling and manufactures of confectionery are carried on extensively at Beziers.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Paris (arr. *Chemin de fer du Nord*, dep. *Chemin de fer de Lyon*), Montereau, Joigny, Dijon, Macon, Lyons, Valence, Avignon, Tarrascon, Nimes, Montpelier, and Cette. Or, Paris (*Chemin de fer d'Orléans*), Orleans, Perigueux, Viviers, Toulouse, and Narbonne.

Hôtel du Nord.

T. M. from London, 3*s*. 4*d*.

BHAUGULPORE, a city in Hindostan, on the Ganges, 113 m. N.W. Moorshedabad and 150 m. N.W. Berhampore; 266 m. N.W. Calcutta, with a station on the E. I. railway; lat. 25° 15′ N.; lon. 86° 55′ E. Pop. 35,000.

T. M. from London, 57*s*.

BHURTPORE, a town in Hindostan, and seat of rajah, 31 m. N.W. Agra, a station on the Gt. E. Indian railway; lat. 27° 17′ N., lon. 77° 23½ E. Pop. 100,000.

T. M. from London, 57*s*.

BIARRITZ, *see* **BAYONNE**.

BIDEFORD, a sea-port of England, co. Devon, on the Torridge and the Taw, 16 m. from Ilfracombe, 8 m. S.W. Barnstaple, and 242¼ m. from London by Gt. Western railway; lat. 51° 1′ N., lon. 4° 14′ W. Pop. 6000. Bideford is a large and well-inhabited place, and has a considerable trade in coal, culm, timber, bark, and oak. The Taw is crossed here by a good bridge. Vessels of 500 tons burden come up to the town. 928 vessels, of 48,741 tons burden, entered and cleared the port during the year 1868.

Steamers leave Bideford for Bristol twice a-week, calling at Ilfracombe and Lynmouth.

Rail from London (Paddington station), 6, 9.15, and 11.45 A.M.; 8.10 and 9 P.M. Fare, 56*s*. 6*d*. 1st cl.

Hotel:—New Inn.

T. M. from London, 1*s*. 6*d*.

BIELEFELD, a town of Prussia, 18 m. N. Lippstadt, 26 m. S.W. Minden, and 38 m. E. Münster, on the railway between Hanover and Minden. Pop. 15,000. It is a thriving place, has excellent bleaching-grounds, and is noted for its extensive manufactures of thread and linen.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Lille, Brussels, Aix-la-Chapelle, Düsseldorf, and Hanover.

T. M. from London, 6*s*.

BILBAO, a sea-port of Spain, about 6 m. from the Bay of Biscay, 50 m. W. Sebastian and 180 m. N. Madrid. It lies on the river Ibaicabal (Nervion), which falls into the sea 6 m. lower down, and is the terminus of the railway running northwards from Madrid, *viâ* Burgos, to the Bay of Biscay, and likewise the terminus of the railway from Paris southwards, *viâ* Bayonne and St. Sebastian; lat. 43° 14′ N., lon. 2° 56′ W. Pop. 15,000. Its port is PORTUGALETE. It is a large and well-built town, with fine houses, ornamented in many instances with frescoes. It has an excellent quay, docks, town-house, cathedral, and several bridges.

Bilbao has an extensive commerce and, besides, manufactures of hardware, tobacco, leather, paper, &c. Its commercial progress is steady, the imports having nearly doubled during the last ten years. They consist principally of manufactured goods, drugs, chemicals, paint, oil, fish, hardware, cutlery, yarns, cocoa, tobacco, sugar, glass, petroleum, &c.

The exports of Great Britain to Bilbao have risen from 200,000*l.* in 1858 to a million sterling last year. The exports consist principally of iron ore, of which 200,000 tons were exported, mostly to England. The other exports are flour, wool, preserved food, wheat, copper, paper, wines, &c., amounting in all to 300,000*l.* last year.

The prosperity of Bilbao is seriously retarded by a bar at the mouth of the river. Local interest has hitherto prevented a suitable harbour being built at Portugalete, it being feared that the house property at the latter place would increase in value, and be deteriorated at Bilbao, in case a proper harbour were constructed at Portugalete.

Consul:—Horace Young, Esq.

Steamers of Messrs. McAndrews and Co., Bond Court Chambers, Walbrook, E.C., leave S. side Coburg Dock, London, for Bilbao, once a-week; fare, 6*l.* 1st cl. Steamers leave London (British and Foreign Steam Wharf, Lower East Smithfield) twice a-month for Bilbao. Steamers leave Marseilles for Bilbao 4th and 17th of each month.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria station, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Paris (arr. *Chemin de fer du Nord*, dep. *Chemin de fer d'Orléans*), Tours, Poitiers, Bordeaux, Bayonne, St. Sebastian, Vittoria, and Mirana (junction).

T. M. from London, 7*s.*

BILSTON, a market-town in England, co. Stafford, 2 m. S.E. Wolverhampton, 11 m. N.W. Birmingham, and 139 m. from London by Gt. Western railway; lat. 52° 32′ N., lon. 2° 3′ W. Pop. 30,000. Having near it large coal and iron mines, Bilston

is an important place for the production of hardware and japanned and enamelled goods. It has many furnaces, forges, and slitting mills, and extensively manufactures machinery, wire, screws, locks, nails, &c.

Rail from London (Paddington station), 6, 8, and 10.55 A.M.; 12.30, 2.20, 3.30, and 6.20 P.M. Fare, 21*s.* 8*d.* 1st cl.

Hotel:—The Lion.

T. M. from London, 1*s.* 6*d.*

BIMLIPATAM, a sea-port of Hindostan, presidency of Madras, 15 m. E.N.E. Vizagapatam, on the W. side of the Bay of Bengal; lat. 17° 52′ N., lon. 83° 27′ E. A considerable coasting trade is carried on here.

Through fare from Southampton, *viâ* Madras (for steamer, *see* Table) and British India Steam Navigation Company's steamer, 98*l.*

T. M. from London, 57*s.*

BIRKENHEAD, a sea-port of England, co. Chester, on the W. shore of the Mersey, 3 m. from the sea, opposite Liverpool, 13 m. N.W. of Chester, and 228 m. from London by Gt. Western railway; lat. 53° 24′ N., lon. 3° 1′ W. Pop. 60,000. Five-and-thirty years ago Birkenhead had only a population of 2000, but has since grown into a town of great importance, threatening to rival her sister-town on the other side of the Mersey. Its streets are broad and well paved; the houses are handsomely built; it has some fine squares, and a well-laid-out park designed by the late Sir Joseph Paxton. It is connected by rail with Chester, and by steam-ferry with Liverpool. Its docks are capable of accommodating ships of the largest burden, and extend over a vast area. The celebrated ship-building establishments of Messrs. Laird are here.

Member of Parliament:—John Laird, Esq. (L.), London residence, 10, Park Place, St. James's, S.W.

Rail from London (Paddington station), 6, 10, and 10.55 A.M.; 12.30, 3.30, and 6.20 P.M. Fare, 33*s.* 6*d.* 1st cl.

Hotel:—Woodside.

T. M. from London, 1*s.* 6*d.*

BIRMINGHAM, a town of England, co. Warwick, 18 m. N.W. Coventry, 40 m. S.E. Shrewsbury, 63 m. S.S.E. Manchester, and 129 m. N.W. London by Gt. Western railway; lat. 52° 29′ N., lon. 1° 54′ W. Pop. 340,000. Birmingham is the most flourishing town in England for all kinds of iron-work and other kindred manufactures. It stands on a hill-side in the shape of a crescent; its lower part is filled with manufactories and warehouses, while the upper part contains many new and spacious streets and squares, with fine buildings, such as the town-hall, free gram-

mar-school, market-hall, Roman Catholic cathedral, exchange, gaol, lunatic asylum, &c., besides many literary and scientific institutions, hospitals, theatres, &c.

There is nothing that Birmingham does not produce in the way of manufacture, from a needle to an anchor, machinery of all kinds, articles in every metal, cast or forged tools, electro-plated goods, fire-arms, jewellery, glass and papier-maché wares, buttons, pins, needles, &c. The immediate vicinity of immense iron and coal beds has given Birmingham advantages in manufacture such as no other city of England possesses.

Members of Parliament:—George Dixon, Esq. (L.), London residence, 13, Cromwell Place, s.w.; Philip Henry Muntz, Esq. (L.), London residence, Westminster Palace Hotel, s.w.; Rt. Hon. John Bright (L.), London residence, Reform Club, s.w.

Rail from London (Paddington station), 6, 8, 10, and 10.55 A.M.; 12.30, 2.20, 3.30, and 6.20 P.M. Fare, 20*s.* 1st cl.

Hotels:—The Hen and Chicken; The New Great Western (Snow Hill station).

BLACKBURN, a town of England, co. Lancaster, 31 m. N.E. Liverpool, 21 m. N.W. Manchester, and 210 m. N.W. by N. London by Gt. Northern railway; lat. 53° 45′ N., lon. 2° 28′ W. Pop. 70,000. Blackburn has its name from the brook Blackwater, which runs through it, and is seated on the river Derwent. It has a town-hall, exchange, market-house, and a fine old church (St. Mary's). There are extensive cotton spinning and weaving works here, the town being one of the great centres for the production and sale of cotton manufactures. There is an abundant supply of iron and coals in the vicinity.

Members of Parliament:—Edward K. Hornby, Esq. (C.), London residence, 24, Pall Mall, s.w.; Henry M. Feilden, Esq. (C.), London residence, 1, Queen's Gate Gardens, w.

Rail from London (St. Pancras), 7.40, 10, and 12 A.M.; 8.35 P.M. Fare, 37*s.* 1st cl.

Hotel:—Old Bull.

T. M. from London, 1*s.* 6*d.*

BLOIS, an ancient and handsome town of France, on the Loire, 99 m. S.S.W. Paris, 35 m. S.S.W. Orleans, and 47 m. W. Tours; lat. 47° 35′ N., lon. 1° 20′ W. Pop. 25,000. Blois was at one time the residence of the kings of France, and is the see of an archbishop. It has narrow streets, and is irregularly built; its cathedral is a large structure, and stands in an elevated part of the town. The castle is very ancient, and stands on a rock overhanging the river. The Duke of Guise, and his brother, the cardinal, were assassinated here by order of Henry III. Blois has some manufactures of gloves and porcelain, and carries on a brisk trade in wines.

Route from London to Paris, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Paris (arr. *Chemin de fer du Nord*, dep. *Chemin de fer d'Orléans*), and Orleans.

Hôtel d'Angleterre.

T. M. from London, 3*s.* 4*d.*

BLUFF, or **ARWARUA**, a harbour, New Zealand, in Foveaux Strait, on the S. shore of Munster or Middle Island; lat. 46° 33′ S., lon. 168° 10′ E. The space for anchorage is narrow and confined.

For steamers to Bluff, *viâ* Melbourne, *see* Table.

BODMIN, a town and parliamentary borough of England, co. Cornwall, 25 m. W. by N. Plymouth, 32 m. N.E. Falmouth, and 273¾ m. by Gt. Western railway from London; lat. 50° 28′ N., lon. 4° 45′ W. Pop. of parliamentary borough, 7000. It has a town-house, court-house, county gaol, and lunatic asylum, and some manufactures of serge and woollens.

Members of Parliament:—COUNTY CORNWALL; *East*, Sir J. G. S. Trelawny, Bart. (L.), London residence, 17, Prince's Terrace, S.W.; E. W. Bridges Willyams, Esq. (L.), London residence, 8, Albert Terrace, S.W.; *West*, John St. Aubyn, Esq. (L.), London residence, 42, Upper Grosvenor Street, W.; Arthur P. Vivian (L.), London residence, 5, Buckingham Gate, S.W. CITY; Hon. Edward Frederick Leveson Gower (L.), London residence, 14, South Audley Street, W.

Rail from London (Paddington station), 6 and 9.15 A.M.; 8.10 and 9 P.M. Fare, 58*s.* 10*d.* 1st cl.

Hotel:—The Royal.

T. M. from London, 1*s.* 6*d.*

BOGOTA, a city in South America, capital of the republic of New Granada, lat. 4° 28′ N., lon. 74° 28′ W., lies nearly 9000 ft. above the level of the sea, on an elevated plateau at the foot of Mount Chingasa and on the San Francisco river. Pop. 40,000. There are a great number of religious buildings and a university.

Consul:—Charles O'Leary, Esq.

Steamers of the Pacific Steam Navigation Co. leave Panama for Buenaventura (port of Santa Fe de Bogota), on the 12th of every month. *See* Table.

For route from London, *see* STA. MARTHA; thence by local steamer to Honda, on the Magdalene; fare, 25*l.* Thence by horse (22 leagues), 15 dollars.

BOLIVAR (Venezuela), *see* **ANGOSTURA.**

BOLIVIA, *see* **SUCRE.**

BOLOGNA, an ancient, large, and rich city N. Italy, 27½ m. S.E. Modena, 25 m. S.W. Ferrara, 48 m. N. Florence, and 175 m. N.W. Rome. Pop. 100,000. The public buildings are magnificent, as well as regards the architecture as the ornaments, especially the paintings, many of which are by the best masters. There are a great number of fine palaces and other residences, amongst which the Palazzo Publico. In the middle of the city stand the two leaning towers, inclining the one 3¼ ft. and the other 8 ft. from the vertical. Bologna has numerous convents and churches, a university and public library, three theatres, and a casino. The manufactures consist of crape, silk, glass, sulphuric acid, sausages, &c. Exports: silk, oil, and wine.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Paris (arr. *Chemin de fer du Nord*, dep. *Chemin de fer de Lyon*), Dijon, Macon, Culoz, Mont Cenis, Susa, Turin, Alessandria, Stradella, Piacenza, Parma, and Modena.

Hotel:—Europa.

T. M. from London, 7*s.* 6*d.*

BOLTON, a town of England, co. Lancashire, on the Irwell, 31 m. E.N.E. Liverpool, 10 m. N.W. Manchester, and 200 m. from London by the London and N.-Western railway; lat. 55° 55′ N., lon. 2° 47′ W. Pop. 110,000. Bolton is an important manufacturing town. Principal buildings: town-hall, exchange, mechanics' institute, cloth-halls, assembly-rooms, theatre, &c. Manufactures: muslins, printing calicoes, quiltings and counterpanes, dimities, satteens, jeans, cotton shawls, &c. There are also extensive bleaching-grounds, paper-mills, machine works, iron foundries, &c. The coal-pits in the vicinity contribute greatly to the industry of the town.

Members of Parliament:—John Hick, Esq. (C.), London residence, 57, Queen's Gate, W.; Lieut.-Col. William Gray (C.), London residence, 26, Prince's Gardens, W.

Rail from London (Euston Square), 6.15, 6.25, 10, and 11 A.M.; 2.45 and 9 P.M. Fare, 34*s.* 6*d.* 1st cl.

T. M. from London, 1*s.* 6*d.*

BOMBAY, the principal sea-port on the W. coast of Hindostan, and the cap. and seat of government of the Presidency of Bombay, which has an area of more than 200,000 sq. m., lies on the S.E. extremity of the island of same name, close to the mainland, in lat. 18° 56′ N.; lon. 72° 53′ E.; and has a population of nearly a million. The Europeans and Parsee merchants have their places of business in the fort or new town, and their private residences some miles away; the native population,

both Hindoo and Mahomedan, live in the town, about a mile from the fort. Principal buildings: government-house, Sudder Dewanee court-house, cathedral, Elphinstone institution, Grant medical college, town-hall, government offices, Portuguese and Armenian churches, and many mosques and temples. The Parsees of Bombay form the most wealthy part of the community, and are the most bold, most enterprising, and most successful merchants in India.

The harbour of Bombay is excellent and commodious. Bombay has an extensive trade with China; importing from there silk, sugar, treasure, &c. The exports are raw cotton, opium, pearls, sandal wood, &c. Imports from Great Britain: cotton and woollen stuffs, cotton yarn, hardware, copper, iron, lead, glass, &c. Exports to England: cotton, silk, ivory, spices, coffee, wool, &c. The American war gave Bombay a commerce unhoped for. As the price of cotton rose from 1861, and supplies from the U. States ceased, India was looked to as the natural field where that great commodity would be grown. Notwithstanding the all but fatal apathy of the natives, cotton-growing was taken in hand in good earnest in many parts of the plains of Hindostan, and ever since an increasing supply of cotton has flowed, *viâ* Bombay, from our great Eastern colony to the mother-country, for manufacture, to be sent back again to India as apparel.

The Peninsular and Steam Navigation Co., whose fleet of steamers contribute so largely to the closer and more rapid connection and increasing commercial prosperity of Europe and Asia, keep up a large establishment at Bombay for the Bombay Presidency similar to that at Calcutta for the Bengal Presidency.

Steamers of the British India Steam Navigation Co. (chief office, 132, Strand; Calcutta, G. J. Scott, secretary; agents at Bombay, Messrs. W. Nicoll & Co.) leave Bombay for Calcutta and intermediate ports, 2nd and 16th; returning, 9th and 23rd.

The steamers of the Bombay and Bengal Steam Navigation Co., Limited (Stearns, Hobart, & Co., managers), leave Bombay for Suez alternate Wednesdays, returning about 1st and 15th, connecting with the steamers of Messrs. Moss & Co.'s Liverpool line of steamers from Alexandria. Fare to Aden, 25*l.*; to Suez, 45*l.* 1st cl. For Messrs. Moss & Co.'s steamers for England, *see* Alexandria.

Euphrates Valley route:—By steamer from Marseilles (*which see*) to Beyrout (*which see*); thence by horse or camel to Damascus (three days); thence to Bagdad (fifteen days); thence by steamer of the Tigris and Euphrates Steam Navigation Co. to

Bussorah; thence by steamer of the British India Steam Navigation Co. to Bombay.

Steamers leave Bombay for :—

Akyab, *viâ* Calcutta, 10th and 26th.
Calicut (station for the Neilgherries), 2nd and 16th; P. and O. S. N. Co., every alternate Friday.
Calcutta, *viâ* Galle (B. I. S. N. Co.), 2nd, 6th, 16th, and 22nd.
Carwar, 2nd and 16th.—Chittagong, 6th, 10th, 22nd, and 26th.
Cochin, 2nd and 16th.—Coconada, 2nd, 16th, and 22nd.
Colombo (Ceylon), 2nd and 16th.
Hong Kong, *viâ* Galle (P. and O. S. N. Co.), 5th and 19th.
King George's Sound (P. and O. S. N. Co.), 5th and 19th.
Madras, *viâ* Galle (P. and O. S. N. Co.), every alternate Friday; B. I. S. N. Co., 2nd and 16th.
Malacca, *viâ* Calcutta, 7th; *viâ* Madras, 3rd.
Mauritius (Port Louis—Reunion), *viâ* Galle (P. and O. S. N. Co.), 5th and 19th.
Moulmein, every alternate Friday; *viâ* Calcutta, 2nd, 6th, 16th, and 22nd; *viâ* Madras and Rangoon, alternate Fridays; Masulipatam, *viâ* Madras, 2nd and 16th.
Muscat, *see* PERSIAN GULF.
Negapatam, 2nd and 16th.
Neilgherries, *viâ* Calicut * (*which see*), to Beypore; thence rail.
Penang (P. and O. S. N. Co.), 5th and 19th.
Persian Gulf, 8th and 22nd, for:—Kurrachee, Gwadur, Muscat, Bunder Abbas, Linga, Bushire (port for Persia and Caspian Sea), Fao, Bussorah (port connecting with the Mediterranean, *viâ* Euphrates river, Damascus, and Beyrout).
Point de Galle (P. and O. S. N. Co.), 5th and 19th.
Rangoon, *viâ* Calcutta, 2nd and 16th.
Saigon (P. and O. S. N. Co.) to Galle, 5th and 19th; thence by Messageries Impériales, 12th.
Singapore (P. and O. S. N. Co.), 5th and 19th.
Suez (P. and O. S. N. Co.), every Saturday; B. and B. S. S. Co., 10th and 25th; connecting with Messrs. Moss and Co.'s steamers from Liverpool.
Shanghai, *viâ* Point de Galle (P. & O. S. N. Co.), 5th and 19th.
Tuticorin (B. I. S. N. Co.), 2nd and 16th.
Vingorla (B. I. S. N. Co.), 2nd and 16th.
Vizagapatam (B. I. S. N. Co.), 2nd and 16th; and from Madras, 3rd.
Yokohama, *viâ* Galle, Hong Kong, and Shanghai (P. and O. S. N. Co.), 5th and 19th.

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* Calicut, six miles from Beypore. Bullock carts always ready. Hotel at Beypore.

For steamers from Europe, *see* Table.

For Postal, Monetary, &c., *see* CALCUTTA.

Route from London:—Steamer from Southampton (*which see*), *viâ* Gibraltar and Malta to Alexandria. Rail to Suez (fare, 90*s.*); thence by steamer, *viâ* Aden, to Bombay. Or, by mail route from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris (arr. *Chemin de fer du Nord*, dep. *Chemin de fer de Lyon*), Montereau, Dijon, Lyons, Valence, Avignon, Marseilles; thence by steamer to Alexandria, &c., &c. Or, by same route to Marseilles; thence by steamer (Messageries Impériales) to Beyrout; thence by horse (three days) to Damascus; thence to Bagdad (fifteen days); thence by steamer to Bussorah (Euphrates and Tigris Steam Navigation Co.), *viâ* Kut, Dufas, and Ezra's Tomb; thence by steamer (B. I. S N. Co.) to Bombay, *viâ* Fao, Bushire (port for Ispahan, Teheran, and the Caspian Sea), Linga, Bunder Abbas, Muscat, Gwadur, and Kurrachee.

Hotel:—Adelphi.

T. M. from London, 57*s.*

BONA, (Arab. *Beled-el-Aneb*), a sea-port of Algeria, 80 m. N.E. Constantineh, and 270 m. E. Algiers, on the Mediterranean; lat. 36° 54′ N., lon. 7° 46′ 5″ E. Pop. 10,000. Bona has been occupied by the French since 1832, who have greatly improved the sanitary condition of the city and its surroundings, and changed its entire aspect. There are markets, bazaars, cafés, reading-rooms, a theatre, &c. Several fine quays have been erected; the port is frequented for its coral fishery. Some superior woollen stuffs, called 'Constantinehs,' are manufactured here. Exports: cattle, leather, oil, wax, wool, iron.

Consul:—John Llambias, Esq.

The steamers of the Messageries Impériales leave Algiers for Bona, Saturdays, at noon; returning Tuesdays, 6 P.M. The same Company's steamers leave Marseilles for Bona, Fridays, 5 P.M.; returning Mondays, 6 P.M. Fare, 100 fr. Steamers of the 'Transports Maritimes à Vapeur' (Marseilles, 3, Rue de la Bourse) leave Marseilles for Bona *viâ* Phillippeville. Wednesdays and Saturdays, 8 A.M.

T. M. from London, 8*s.*

BONIFACIO, a sea-port of Corsica, on the strait called Bocra di Bonifacio, 40 m. S.S.E. Ajaccio; lat. 41° 23′ N., lon. 9° 8′ E. Pop. 4000. It has a strong citadel. The port has deep water throughout, and is very good, but the entrance is rather difficult. There is good coral-fishing here.

Steamers of the Compagnie Marc Fraissinet (Place Royale, 6, Marseilles), leave Marseilles for Bonifacio alternate Sundays.

Steamers of Valery and Co. leave Marseilles for Bonifacio, Fridays, 9 A.M. Fare, 30 fr. 1st cl.

T. M. from London, 4*s.* 2*d.*

BONN, an ancient town of Prussia, on the l. b. of the Rhine, 15 m. S. Cologne and 60 m. N. by W. Mayence; lat. 50° 40′ N., lon. 7° 9′ E. Pop. 25,000. Its university is celebrated, and has on the average 600 students. It contains a fine library of 150,000 vols. There is a fine old cathedral, also a good town-hall, theatre, museum, &c. Bonn is delightfully situated; it is one of the most pleasant places on the Rhine; and is chosen by many foreigners as a place of residence.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Lille, Brussels, Aix-la-Chapelle, and Cologne; through fare, 74*s.* 3*d.* 1st cl. Or, *viâ* Dover and Ostend; fare, 71*s.* 2*d.*

Hotel:—Grand Hôtel Royal.

T. M. from London, 6*s.*

BONNY, a sea-port of Africa, on the E. bank of the Niger, near its mouth, on the Atlantic Ocean; lat. 4° 26′ N., lon. 7° 10′ E. The country around is a swamp, little above the level of the ocean. There is a great trade carried on in palm oil.

For steamers, *see* Table.

Letters from England to Bonny, under ½ oz., 6*d.*; 1 oz., 10*d.*; registr. fee, 4*d.*; newspapers, 1*d.*

BORDEAUX, a river-port and large commercial town of France, on the l. b. of the Garonne, 102 m. N.N.E. Bayonne and 363 m. S.W. Paris, on the railway from Paris to Madrid; lat. 44° 50′ N., lon. 0° 34′ W. Pop. 170,000. Principal buildings: the archiepiscopal palace, cathedral, three theatres (of which the 'Grand Theatre' is one of the finest in Europe), exchange, tribunal of commerce, museum, mint, banks, college, &c. It has a very fine bridge and a railway bridge, and several fine promenades. The port is very large, and able to accommodate a fleet of vessels of large size. The quays are very extensive; and the commerce carried on most important. The exports consist principally of wine, of which more than a million of hectolitres annually are shipped. A great quantity goes to England in return for coal, of which we send about a quarter of a million tons annually to Bordeaux. The manufactures of Bordeaux consist of cotton, woollen, and silk fabrics, tobacco, soap, chocolate, liqueurs, sugar-refining, &c.

Consul:—Thomas Carew Hunt, Esq. Vice-Consul:—John Charles Millar, Esq.

It is the port of departure for the steamers of the Messageries Impériales, connecting France with the Brazils, *viâ*

Lisbon. Steamers of the Messageries Impériales leave Bordeaux for Rio de Janeiro, on the 25th, at 11 A.M.; returning the 24th, at 8 A.M. *See* Table.

Steamers leave Bordeaux for:—Bristol, every twenty days (MM. Albrecht et fils, Bordeaux); Edinburgh, once a-month, 60*s.*; Hamburgh, *viâ* Havre, Saturdays; fare to Havre, 50f.; fare to Hamburgh, 100f. (M. G. Schacher, 15, Allées des Chartres, Bordeaux); Havre, once a-week (F. Mallet & Co., 41, Rue Molière, Havre); Hull, every three weeks (Messrs. Rawson and Robinson, Hull); likewise bi-monthly, fare, 60*s.* (Messrs. Brownlow, Lumsden, & Co., Hull); Liverpool (Messrs. James and Moss' steamers), 1st, 10th, and 20th—fare 20*s.* 1st cl.; London, every ten days (M. Robinson, Mark Lane, London, E.C.; likewise Messrs. Bolton and Edwards, 66, Lower Thames Street); Nantes, twice a-week; Rotterdam, every ten days; Rouen and Paris, weekly (agent, M. G. Schacher, as above); St. Petersburgh (Messrs. Brownlow, Lumsden, & Co.; Stettin (also to Geestemünde), *viâ* Leith (same agents).

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Paris (arr. *Chemin de fer du Nord*, dep. *Chemin de fer d'Orléans*), Orleans, Tours, Poitiers, and Angoulême.

Hotel:—Des Princes et de la Paix.

T. M. from London, 3*s.* 4*d.*

BORNEO, a large island of Asia, in the Pacific Ocean, between lat. 7° 4′ N. and 4° 15′ S., lon. 108° 53′ and 119° 21′ E. It is of an oval shape. Length, 800 m.; breadth, 700 m. Pop. estimated at 2,000,000 to 3,000,000. In the interior the country is mountainous, two mountain ranges intersecting the island from N.E. to S.W., but towards the shores there are many fine and level plains, which are very fertile. The forests furnish valuable timber and gutta-percha trees. Sago, camphor, and benzone are indigenous.

The British trade is extensive, and carried on through the port of SINGAPORE (*which see*). The best known of the states of the islands is Brunoi, or Borneo proper, on the N. coast, and Sarawak, of which the late Sir James Brooke made himself the ruler and rajah, and to whom his son has succeeded in power. The Dutch possessions are, on the W. coast, cap. Pontianak, and on the S. and E. coasts, cap. Banjermassin. On the N. coast of the island, 30 m. N.E. Brunoi, is the island of LABUAN (*which see*). It belongs to Great Britain.

Consul:—John Pope Hennessy, Esq.

Route, steamer from Southampton and Marseilles to Singapore (*see* Table); thence by sailing-packet to Sarawak.

BOSNA-SERAI, a city of Turkey, Bosnia, on the Migliazza, 570 m. W.N.W. Constantinople and 120 S.W. Belgrade; lat. 43° 55′ N., lon. 18° 26′ E. Pop. 50,000. The commercial condition of the trade of Bosnia is not encouraging. Roads have been made, but they are far from what they ought to be; the carters are obliged to travel in company, and harness all their horses to one cart to get it over many ascents. What is wanted for Bosnia is free access, by rail or good roads, to European markets through the Turkish port of Klek, on the Adriatic. Until this is done the English merchant can take little interest in the trade to Bosnia. (*Vide* 'Consular Report,' 1869.)

Consul:—William Richard Holmes, Esq.

Route from London, *viâ* Vienna (*which see*). Thence by rail, *viâ* Gratz, Marburg, and Laybach, to Trieste. Thence by steamer to Ragusa, nearest port (*which see*).

T. M. from London, 9*s*.

BOSTON, a sea-port and maritime city, U.S., is situated on a small peninsula at the bottom of Massachusetts Bay, connected with the mainland by a narrow isthmus; lat. 42° 20′ N., lon. 71° 54′ W. Pop., including suburbs, 250,000. Principal buildings: the state-house, Faneuil-hall, court-house, exchange, custom-house, general hospital, city-hall, Harvard University, Athenæum, &c., besides which it has many churches, and scientific, literary, and charitable institutions. This city is one of the oldest on the continent. Its position makes it the capital of an important section of the country, and its diversified and untiring industry has secured for its people their full share of material good. The population has more than doubled since 1845, and its taxable property last year was 500,000,000 dollars, or double that of 1856, and 75 per cent. over that of 1862! More than 500 manufacturing corporations and firms have their offices in Boston. The sales of merchandize amounted to more than 900,000,000 dollars last year, a sum only exceeded by New York. Trade expands incessantly; and to meet its necessities, entire streets are being changed from plain dwellings into costly warehouses of granite and marble. Not less a sum than 15,565,000 dollars was expended last year in building improvements. The streets are thronged with vehicles and foot-passengers. The ocean commerce of Boston has not been satisfactory during last year, the temporary withdrawal of the Cunard steamers on the ground of inadequate freight was severely felt. The harbour has been much improved, and is now one of the best and most secure on the coast. Nearly 10,000 vessels of all nations entered this port last year. 850,000 tons of coal were imported; 1,500,000 barrels of flour: 250,000 bales of cotton. The trade in boots and shoes is immense,

and amounts to 50,000,000 dollars annually; 3000 cases are on the average exported daily. The sale of sugar amounted to 78,000 hogsheads, 85,000 boxes, and 100,000 bags and baskets, besides 65,000 hogsheads of molasses. Of wool, 300,000 bales, foreign and domestic, were received last year, an increase of 500 per cent. in ten years. The annual sales of Boston may, according to the authority of the British consul, be set down at 1,000,000,000 dollars.

Consul:—Francis Lousada, Esq.

Steamers leave Philadelphia for Boston and *vice versâ*, every five days, fare 10 dollars (Messrs. Whitney & Sampson, Boston).

For steamers from Europe, *see* Table.

Route from New York railway terminus, corner of Twenty-seventh Street and Fourth Avenue, *viâ* Newhaven, Hartford, Springfield, and Worcester: distance, 236 m. Or by Shore line, *viâ* New Havre, New London, Stonnington, and Providence, 231 m.

Hotel:—'Revere.'

T. M. from London, 30*s*.

BOSTON, a sea-port in England, co. Lincoln, on both sides the Witham, not far from its influx into the sea, 37 m. S.E. Lincoln and 107 m. from London by Gt. Northern railway; lat. 52° 59′ N., lon. 0° 3′ W. Pop. 15,000. The two parts into which the town is divided by the river, are connected by a good bridge. It has a trade in wool, and the lofty spire of its church serves as a landmark for mariners. Imports: timber, hemp, tar, and iron from the Baltic. Exports: corn and other agricultural produce. 688 vessels, of 42,050 tons burden, entered and cleared the port during the year 1868.

Members of Parliament:—John W. Malcolm, Esq. (*C.*), London residence, Holm Lodge, Wimbledon, S.W.; Thomas Collins, Esq. (C.), London residence, 2, Hare Court, Temple, E.C.

Rail from London (King's Cross station), 6.30 and 9 A.M.; 1.15, 2.45, 5.25, and 9.15 P.M. Fare, 19*s*. 1st cl.

Hotel:—Peacock.

BOUGIAH, a port of Algeria, Constantineh, 112 m. E. Algiers, at the mouth of the river of same name, which here flows into the Mediterranean; lat. 36° 41′ N., lon. 5° 13′ E. Pop. 3000. It has three strong forts, and considerable trade is carried on here in oil, wax, honey, betel, and grain, especially in the two first. France has had possession of Bougiah since 1833.

Steamers of the Messageries Impériales leave Algiers for Bougiah, Saturdays, at noon; returning Thursdays, at 8 P.M.

T. M. from London, 8*s*

BOULAC, a town of Egypt, r. b. of Nile, 2 m. N.W. Cairo, of which it forms a suburb. Pop. 20,000. It is the port of Cairo (*which see*), at which the ships navigating the Nile discharge their cargoes.

BOULOGNE-SUR-MER, a sea-port and favourite watering-place, and the most important town of the dép. of the Pas-de-Calais, France, 170 m. by rail from Paris; lat. 50° 44′ N., lon. 1° 35′ E. Pop. 37,000. Built in the form of an amphitheatre, encircled by gardens, and overshadowed by hills, it is one of the pleasantest towns of the N. of France. Its principal places of interest are the Beffroi, or Watch Tower, the citadel, botanic gardens, and cathedral, to whose crypt thousands of pilgrims come yearly from all parts of Europe. The museum contains one of the finest and best assorted collections in France, and the public library some 50,000 vols.

Boulogne is a connecting link of the tidal service which unites England, *viâ* Folkestone, with France and the Continent. It has several public buildings, chief of which are the 'Etablissements des Bains,' the general hospital, the barracks, a public library with 30,000 vols., and a theatre. The harbour is formed of two large basins, connected by a quay. There are few manufactures, but a good trade is carried on in fish.

Consul:—William Hamilton, Esq. Vice-Consul:—Captain James H. Sadler.

Steamers of the General Steam Navigation Company (71, Lombard Street, London) leave London Bridge Wharf for Boulogne daily (tidal service), returning daily; fare, 11*s.* 1st cl.

Route from London, by S.-Eastern railway (Charing Cross and Cannon Street stations), *viâ* Folkestone (daily tidal day and night services, except Saturday); fare, 30*s.* 8*d.* 1st cl.

Hotel:—Des Bains et de Belle Vue.

T. M. from London, 3*s.* 4*d.*

BOURBON, or **ILE DE REUNION**, *see* **ST. DENIS.**

BOWNESS, *see* **KENDAL.**

BRADFORD, a town of England, co. York, 36 m. W. by S. York, 9 m. W. Leeds, 193 m. N.N.W. London by road, 196 m. by Gt. Northern railway, and 212¼ by Midland railway; lat. 53° 47′ N., lon. 1° 45′ W. Pop. 120,000. It is situated on an affluent of the Aire, at the junction of three extensive valleys. The town has an exchange, court-house, gaol, music-hall, many churches and chapels, and is well supplied with water brought from a distance of 20 m. Houses wholly of stone. The production of worsted yarn and stuffs constitutes the great business of Bradford. Large iron foundries and collieries are in the vicinity.

Members of Parliament:—W. E. Forster, Esq. (L.), London residence, 80, Eccleston Square, s.w.; Edward Miall, Esq. (L.), London residence, Reform Club, s.w.

Rail from London (King's Cross), 7.40, 9, 10, and 12 A.M. 2.45, 5.25, and 9.15 P.M. Fare, 33*s.* 9*d.* 1st cl.

Hotel:—The Talbot.

T. M. from London, 1*s.* 6*d.*

BRAHILOW, *see* **IBRAILA.**

BRECKNOCK, a town and parliamentary borough of S. Wales, co. Brecknock, at the confluence of the Honddhu with the Usk, 34 m. N.W. Monmouth, and 171 m. W. London by Gt. Western railway; lat. 52° N., lon. 3° 30′ W. Pop. 6000. It is an ancient place, and was one of considerable importance under the Romans; many of their coins are found here. St. David's and St. John's churches are fine structures.

Members of Parliament:—COUNTY; Major Hon. G. C. Morgan (C.), London residence, 39, Portman Square, W. BOROUGH; Lord Hyde (L.), London residence, 1, Grosvenor Crescent, s.w.

Rail from London (Paddington station), 11.15 A.M. Fare, 33*s.* 5*d.* 1st cl.

Hotel:—

T. M. from London, 1*s.* 6*d.*

BREMEN, a large and prosperous river-port of N. Germany, and one of the three Hanseatic cities, on both sides the Weser; lat. 53° 4′ N., lon. 8° 48′ E.; 22 m. E. Oldenburgh, 37 m. from BREMERHAFEN (its port) at its mouth. In sea-borne commerce it is second only to Hamburgh in Germany. The city is divided by the river into two parts, connected by a stone bridge. The ramparts by which the town was formerly protected have been converted into a fine promenade. Imports: tobacco, sugar, and other colonial products. Exports: linens, cattle, snuffs, and cigars, of which an immense quantity are manufactured here.

Vice-Consul at Bremerhafen:—Melchior Schwoon, Esq.

Bremen is the port of departure for the steamers of the North German Lloyd's Steamship Co., for New York, *viâ* Southampton (Messrs. Phillips, Graves, Phillips, & Co., St. Dunstan's House, St. Dunstan's Hill, London, E.C.; and Messrs. Keller, Wallis, & Postlethwaite, Southampton, Agents). Steamers leave Bremen for New York, *viâ* Southampton, Saturdays—fare, 165 thaler courant; likewise for Baltimore, alternate Wednesdays, *viâ* Southampton—135 th. cour.; also for Havannah and New Orleans, *viâ* Havre, bi-monthly—150 th. cour. Steamers leave Bremen for London, Thursdays; returning Thursdays—40*s.*; for Hull, Mondays; returning Saturdays—12 th. gold.

Route from London, by rail (fixed mail services), from Charing

Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Lille, Brussels, Aix-la-Chapelle, Cologne, Dusseldorf, and Minden; through fare, 110*s.* 5*d.* 1st cl. Or, *viâ* Dover and Ostend; through fare, 107*s.* 4*d.*

Letters from England to Bremen, *viâ* Belgium, under ½ oz., 6*d.*; 1 oz., 1*s.*; registr. fee, 4*d.*; newspapers, 2*d.*, not exceeding 4 oz.

Money, &c.:—The sovereign passes current at 6 thalers 10 grotes; the grote = ⅓*d.*; 1 thaler = 72 grote = 3*s.* 4*d.* Silver coins: half-thaler = 1*s.* 7*d.*; ⅙-thaler and 6-grote pieces. 100*l* = 612 thalers.

Weights, same as Hamburgh.

Hôtel de l'Europe.

T. M. from London, 6*s.*

BRENTFORD, a town of England, co. Middlesex, 10¼ m. from London by S.-Western railway; lat. 51° 29′ N., lon. 0° 20′ W. Pop. 10,000. The river Brent divides Brentford into the Old and New Town, which are connected by a bridge. The election of the Members of Parliament for the co. of Middlesex takes place here. Brentford has a literary institution and free schools for boys and girls.

Members of Parliament:—Co. MIDDLESEX; Lord G. F. Hamilton (C.), London residence, 31, Hertford Street, Mayfair, w.; Viscount Enfield (L.), London residence, 7, Charles Street, Berkeley Square, w.

Rail from London (Waterloo station), every hour.

Hotel:—White Hart.

BRESCIA, a city of N. Italy, 95 m. W. Venice; 37 m. N.W. Mantua, 51 m. E. Milan, 30 m. N.N.E. Cremona, on the railway from Milan to Venice; lat. 45° 32′ N., lon. 10° 13′ E. Pop. 40,000. Brescia is a flourishing place, and pleasantly situated in a fertile valley on the banks of the Garza. It is the see of a bishop, and has a strong citadel. Principal buildings: town-hall, old and new cathedral, episcopal palace, &c.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Paris (arr. *Chemin de fer du Nord*, dep. *Chemin de fer de Lyon*), Dijon, Macon, Culoz, Mont Cenis, Susa, Turin, Milan, Bergamo, and Coccaglio.

Hotel:—Del Cayselle.

T. M. from London, 7*s.* 6*d.*

BRESLAU, a beautiful and large city of Prussia, lies at the confluence of the Ohlau with the Oder, 112 m. N.E. Prague and 165 N. Vienna; lat. 51° 5′ N., lon. 17° 4′ E. Pop. 150,000. The old and new towns are separated by the river, but connected by numerous bridges. The public squares are spacious,

the streets tolerably wide, and the houses lofty. The cathedral, arsenal, stadt-house, the archiepiscopal palace, mint, exchange, and theatre, are the most noteworthy buildings. Its university is visited by 700 to 800 students annually. Being connected by rail with Berlin, the commerce of Breslau is extensive, timber, flax, hemp, corn, cattle, wine, &c., forming the principal articles.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Brussels, Aix-la-Chapelle, Cologne, Hanover, Magdeburg, Leipzig, Dresden, and Kohlfurt.

Hotel :—Zedlitz.

T. M. from London, 6*s*.

BREST, the principal naval sea-port of France, dép. Finistère, 30 m. S.E. Morlaix, 30 m. N.W. Quimper, and 325 m. from Paris by *Chemin de fer de l'Ouest*, of which it is the terminal station; lat. 48° 23′ N., lon. 4° 29′ W. Pop. 70,000. Brest is protected by fortifications and a citadel, and has large quays and basins, and every appliance for ship-building, arsenal, magazines, &c. Brest has a new commercial harbour, with a circular boulevard, arsenal, large dry-dock, excavated entirely from the solid rock, hospital, and new theatre.

The chief industries consist in manufactures of sardines, preserves, glass-works, flour and paper mills, chemical produce, breweries, tanneries, iron-works, and earthenware. Fishery forms an important branch of commerce, nearly 4000 boats being employed in the trade in the départements Finistère and Morbihan. These boats are mostly employed in taking pilchards, mackerel, lobsters, and common fish, of which large quantities are forwarded to Paris by the Western and Orleans railways. The amount of oil employed annually in preserving sardines is more than 300,000 kilogrammes, the value of the sardines being about 6,000,000 francs. Of cod-roe (the bait for sardines), 10,000 barrels, value 30,000*l*., are annually imported.

Ships of every tonnage and size, drawing 18 ft. water, will be able to moor alongside the quays as soon as the dredging of the harbour is finished.

Consul :—Richard Levinge Swift, Esq.

The steamers of the Compagnie Générale Transatlantique, *en route* from Havre to New York, call at this port for mails and passengers every alternate Saturday. Fare, 825 fr. 1st cl. Steamers leave Brest for Dunkirk and Bordeaux, Saturdays; Havre and Morlaix, 5th, 10th, 15th, 20th, 25th, and 30th of each month—20 fr.

Route from London, by rail (fixed mail services), 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Paris (arr. *Chemin de fer du*

Nord, dep. *Chemin de fer de l'Ouest*), Le Mans, Rennes, St. Brieux, and Morlaix. It is also connected, by Landenau junction, with the *Chemin de fer d'Orléans.*

Hotel:—Grand Monarque.

T. M. from London, 3*s.* 4*d.*

BRIDGE OF ALLAN, *see* **STIRLING.**

BRIDGNORTH, a town and parliamentary borough of England, co. Salop; 20 m. W. by N. Birmingham, 20 m. S.E. Shrewsbury, and 149¾ m. from London by Gt. Western railway; lat. 52° 33′ N., lon. 2° 25′ W. Pop. 8000. Principal buildings: town-hall, churches, theatre, gaol, workhouse, &c. It lies on the Severn, here crossed by a handsome bridge, and has spacious quays, and offers every facility for the transit of goods.

Member of Parliament:—Henry Whitmore, Esq. (C.), London residence, 68, Eaton Place, S.W.

Rail from London (Paddington station), *viâ* Worcester (*which see*). Fare, 25*s.* 1*d.* 1st cl.

Hotel:—The Crown and Royal.

T. M. from London, 1*s.* 6*d.*

BRIDGWATER, a town and parliamentary borough of England, co. Somerset, 8 m. S. Bristol Channel, 18 m. S.W. Wales, 31 m. S.S.W. Bristol, and 151½ W. of London by Gt. Western railway; lat. 51° 8′ N., lon. 3° W. Pop. 12,000. It is seated 7 m. from the mouth of the river Parret, which is crossed by a stone bridge here, and vessels of 200 tons burden can come up to the town. Imports: wines, hemp, tallow, and timber. Exports: agricultural produce. The Taunton and Bridgwater canal conveys considerable quantities of Welsh coals inland. 5524 vessels, of 289,910 tons burden, entered and cleared the port last year.

Rail from London (Paddington station), 6, 9.15, and 10.10 A.M.; 2, 4.50, 8.10, and 9 P.M. Fare, 34*s.* 4*d.* 1st cl.

Hotel:—Railway Hotel.

T. M. from London, 1*s.* 6*d.*

BRIDPORT, a sea-port and parliamentary borough of England, co. Dorset, on the Bride, 12 m. W. Dorchester and 154 m. from London by Gt. Western railway; lat. 50° 44′ N., lon. 2° 45′ W. Pop. 8500. Bridport is noted for its manufacture of sail-cloth, and has a considerable trade in fishing-nets. Principal buildings: town-hall, market-house, mechanics' institute, &c. Imports: hemp, flax, deals, tallow, skins, &c. 103 vessels, of 7612 tons burden, entered and cleared the port last year.

Member of Parliament:—Thomas Alexander Mitchell, Esq. (L.), 50, Charles Street, Berkeley Square, W.

Rail from London (Paddington station), 9.15, 10.10, and 11.45 A.M.; 4.50 P.M. Fare, 29*s.* 10*d.* 1st cl.

Hotel:—The Greyhound.

T. M. from London, 1*s.* 6*d.*

BRIGHTON, a sea-port and fashionable watering-place of England, co. Sussex, built along the shore and on the slopes of a gentle valley, 9 m. W. by N. Newhaven, 7 m. E. of New Shoreham, and 50 m. S. London by London, Brighton, and S. Coast railway; lat. 50° 50′ N., lon. 0° 9′ W. Pop. 90,000. The town faces the Channel, and extends for several miles along the shore. Sheltered at its back by the rising ground of the Southdowns, and being situated at one of the most southward points of England, the climate of Brighton renders it peculiarly eligible as a winter residence. As a watering-place, its season begins when that of others is at an end. The town is handsomely built, has many elegant streets and squares, a fine quay and promenade, and a chain-pier extending far into the sea. Amongst the prominent buildings are the Pavilion, built by George IV. when Prince of Wales, the chain-pier, St. Peter's church, the town-hall, theatre, assembly-rooms, hospital, and the buildings connected with the various bathing establishments.

Members of Parliament:—James White, Esq. (L.), London residence, Reform Club, S.W.; Henry Fawcett, Esq. (L.), London residence, 42, Bessborough Gardens, S.W.

Steamers run regularly between Brighton and Newhaven, in connection with the steamers which run from the latter port to Dieppe.

Rail from London (Victoria station), 5.55, 7.40, 9, 9.50, 11.50, and 12 A.M.; 1.45, 1.50, 3.55, 4, 4.55, 5.50, and 6.50 P.M. Fare, 12*s.* 3*d.* 1st cl.

Hotels:—The Albion; the Bedford.

BRINDISI, a sea-port on the S.E. coast of Italy, on the railway from Trani to Lecce and the gulf of Taranto. It lies in the same latitude, 40° 40′ N., on the E. coast, or heel, of Italy, as Naples does opposite to it on the W. coast, or instep, of the peninsula, lon. 18° 2′ E. Pop. 10,000. Being only three days' steaming to Alexandria, this port promises to become the great connecting port for travellers between Europe and Asia. The railway from Ancona to Lecce enables the traveller from London to reach Brindisi within three days; after the opening of the Mont Cenis tunnel the trip will be made in little more than 48 hours from London. The harbour of Brindisi is good, affording deep water nearly close to shore.

The geographical position of the port of Brindisi makes it a convenient place of call for vessels trading in the Adriatic,

and it is the only safe harbour of refuge on this coast. British vessels are carrying on an increasing and profitable traffic by taking coal to Brindisi, and returning with corn from the Black Sea. There is no dock accommodation. The total imports, consisting principally of sugar, coffee, wheat, &c., amounted to 120,000*l.* last year; the exports, consisting of olive oil, oats, linseed, &c., to nearly 100,000*l.* Iron, cotton, and woollen manufactures reach Brindisi from England in a round-about way, and a good opening exists for an English firm to supply the above and other merchandise direct. (*Vide* 'Consular Report,' 1869.) The price of wheat is from 60*s.* to 70*s.* per quarter, free on board. Beef sells at 4½*d.* to 5*d.* a pound at Brindisi; mutton, at 4*d.*; fowls, at 8*d.*

Travellers may avoid the examination of their luggage by having it *plombé* and registered for the frontier town to which they are bound, the custom-house officers and railway officials going on board the steamers for that purpose.

Consul:—H. Grant, Esq.

Steamers of the Austrian Lloyd's leave Trieste for Brindisi, Tuesdays, 4 P.M.; returning Fridays, after arrival of mail from India—fare, 53 fl. 25 cts. Steamers of the Adriatic and Oriental Steamship Co. (Brindisi route) leave Venice, Saturdays, 3 P.M., for Brindisi—fare, 78 fr. 1st cl.; through fare to Alexandria, 310 fr. 1st cl. Steamers of the Italian Steam-packet Co. (Peirano, Danovaro, & Co.) touch at Brindisi fortnightly, *en route* from Genoa to Ancona, and *vice versâ*.

Route from London (fixed mail services), 7.40 A.M. and 8.35 P.M., Victoria and Charing Cross stations, *viâ* Dover, Calais, Paris (arr. *Chemin de fer du Nord*, dep. *Chemin de fer de Lyon*), Dijon, Macon, Turin. Parma, Modena, Bologna, Rimini, Ancona, Foggia, and Bari. Through tickets for Italian steamers from Naples to Alexandria, 280 fr. 1st cl.; from Brindisi to Alexandria, 275 fr. Passengers bound homeward from the East by this route reach Bologna from Brindisi in 21 hours; Milan, Venice, and Florence in 27; Rome and Genoa in 29.

Letters may be sent *viâ* the Brindisi route to Egypt (1*s.*), the East Indies and Ceylon (1*s.* 4*d.*), China (1*s.* 7*d.*), and Australia (1*s.* 1*d.*) (not exceeding the ½ oz.), every Saturday morning. Newspapers 2*d.* under 4 oz. They *must* be prepaid, and specially marked *Viâ* BRINDISI. (*This transit is experimental.*)

T. M. from London, 7*s.* 6*d.*

BRISBANE (formerly called MORETON BAY), cap. of the British colony of Queensland, about 15 m. from the embouchure of river of same name; lat. 27° 30′ S., lon. 152° 40′ E. Pop. 15,000. Wheat, maize, potatoes, cotton, sugar-cane, tobacco,

indigo, coffee, rice, and almost all the English and tropical fruits are successfully cultivated. Several millions of acres are well suited for the production of cotton. The local government pays a bonus of 5*l.* for every bale of cotton (300 lbs.) exported. To encourage immigration, land orders are granted to the value of 30*l.* to each adult immigrant direct from Europe who pays his passage, or that of any member of his family. A land order of the value of 15*l.* is granted on account of a child between one and twelve years old. Coal of good quality and iron are abundant. The legislature has promoted education by establishing primary and grammar schools, and ample means exist for public worship of all denominations.

Occasional steam communication between this port and Batavia, *viâ* Port Albany and Coepang; also with Sydney.

BRISTOL, a sea-port of England, co. Gloucester, lies near the confluence of the Frome with the Avon, 34 m. S.W. Gloucester, 50 m. S.S.W. Worcester, and 118¼ m. by Gt. Western railway from London; lat. 51° 27′ N., lon. 2° 36′ W. Pop. 180,000. The city is well built. In the new parts there are many handsome squares and terraces, the streets are wide and well paved, and some of the public buildings worthy of note, especially the cathedral, the exchange, St. Mary's church, custom-house, bank, &c. It has, besides, brass and iron foundries, refineries and distilleries, and manufactures of tobacco, leather, soap, &c. The lower and old parts are composed chiefly of narrow streets and high houses.

Bristol ranks next to Liverpool as regards commerce, and enjoys a very considerable trade with the W. Indies; the imports are chiefly sugar, molasses, rum, tea, cocoa, tobacco, timber, wine, brandy, tallow, fruits, meal, hemp, dry-stuffs, oils, saltpetre, and hides. The exports are salt, iron, coals, and culm, cotton, linen, and woollen goods. The Bristol hot-well under the Clifton rocks is much resorted to by invalids, its waters being considered efficacious in consumptive cases. During the year 1868, 12,217 vessels, of 1,286,233 tons burden, entered and cleared the port.

Members of Parliament:—Hon. F. H. F. Berkeley, Esq. (L.), London residence, 1, Victoria Square, S.W.; Samuel Morley, Esq. (L.), London residence, 18, Wood Street, E.C.

Steamers leave Bristol for:—Belfast, Mondays and Wednesdays—fare, 17*s.* 6*d.*; Bideford, Lynmouth, and Ilfracombe, Tuesday and Friday; Cadiz, monthly; Carmarthen, alternate Tuesdays and Wednesdays; Cork, Tuesday, Thursday, and Friday—21*s.*; Dublin, Fridays—20*s.*; Glasgow, Mondays and Wednesdays—20*s.*; Haverfordwest, Tuesdays—13*s.*; Hayle and Ilfracombe, Thursdays; Liverpool, Saturdays—12*s.* 6*d.*;

Milford, Tuesdays—8*s.* 6*d.*; Newport, thrice weekly—2*s.* 6*d.*; Rotterdam, twice a-month; Swansea, thrice weekly—4*s.* 6*d.*; Tenby, twice weekly—10*s.* 6*d.*; Waterford, twice weekly—15*s.*; Wexford, Fridays—17*s.* 6*d.* All 1st cl.

Rail from London (Paddington station), 6, 6.50, 9.15, 10.10, and 11.45 A.M.; 2, 2.35, 4.50, 8.10, and 9 P.M. Fare, 26*s.* 1*d.*

Hotel:—Royal.

T. M. from London, 1*s.* 6*d.*

BROOKLYN, *see* **NEW YORK.**

BRUGES, an ancient city in Belgium, 54 m. N.W. Brussels and 14 m. E. Ostend, on the railway between that city and Ghent; lat. 51° 12′ N., lon. 3° 14′ E. Pop. 50,000. Bruges has undergone the least change of all the old Flemish cities. The principal buildings are the cathedral, the church of Notre Dame, the university, museum, hôtel de ville, bishop's palace, and courts of law. There are more than fifty bridges across the canals. Its manufactures consist of lace, linen, woollen and cotton goods. Exports: corn, cattle, and agricultural produce. Imports: wool, cotton, metal, dyewood, &c.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Calais, Lille, and Mouscron. Or, *viâ* Dover and Ostend.

Hôtel de Flandre.

T. M. from London, 2*s.* 6*d.*

BRUNN, a city of Austria, on the rivers Zwitta and the Schwarza, 32 m. S.W. Olmutz, and on the Vienna railway between Lundenburg and Bohm; lat. 49° 12′ N., lon. 16° 40′ E. Pop. 60,000. The principal buildings are the stadt-haus, Jacob's-kirche, public schools, theatre, the palace of Prince Lichtenstein, and the state prison of Spielberg, which stands on an eminence above the city. Brunn has manufactures of cloths, flannels, silks, muslins, and linens, and takes standing as one of the chief commercial cities of Austria.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Calais, Brussels, Aix-la-Chapelle, Cologne, Frankfort, Guntershausen, Eisenach, Gotha, Erfurt, Leipzig, Riesa (junc.), Dresden, Lobau (junc.), Turnau, Pardobitz, Bohm (junc.), and Zwittau.

Hotel:—Drei Fürsten.

T. M. from London, 6*s.*

BRUNSWICK, a city of Prussia, formerly cap. of Grand Duchy of Brunswick, lies 8 m. S.E. Hanover, on the railway from Hanover to Berlin; lat. 52° 15′ N., lon. 10° 33′ E. Pop. 50,000.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Brussels, Aix-la-Chapelle, Cologne, Minden, and Hanover. Through fare, 112*s.* 1st cl. Or, *viâ* Dover and Ostend. Fare, 108*s.* 11*d.*

Hotel:—Blauer Engel.

T. M. from London, 6*s.*

BRUSA, a city of Asiatic Turkey, 62 m. S. by E. Constantinople; lat. 40° 11′ N., lon. 29° E. Pop. 60,000. It is the see of Greek and Armenian archbishops, and has nearly 300 mosques. It has some hot springs. Brusa carries on an active trade with Aleppo and Smyrna, especially in linens, silks, and carpets.

Consul:—J. F. A. Maling, Esq.

Route from London to Constantinople (*which see*); thence by local packet to Moudaniah, the nearest port on the Sea of Marmora; thence by horse (15 m.).

T. M. from London, 15*s.* 6*d.*

BRUSSELS, cap. of the kingdom of Belgium, on the Senne, about 22 m. S. Antwerp and 148 m. N. by E. Paris; lat. 50° 51′ N., lon. 4° 20′ E. Pop. 300,000. The city is built on the slope of a hill, and presents a picturesque appearance, being built in the form of an amphitheatre. There are spacious boulevards, planted with rows of trees, and which nearly encircle the city. Principal edifices: the palace du Congrès, king's palace, palace of the Prince d'Orange, palace of fine arts, public library and museum, hôtel de ville, cathedral church of St. Gudule, church of Notre Dame, and theatre. There are numerous charitable institutions, hospitals, &c. The public library contains 150,000 vols. and 15,000 historical MSS.

The manufactures consist of lace, carpets, linens, hosiery, printed cottons, hats, paper, soap, candles, chemical productions, articles of brass, gold, silver, bronze, and cut glass. Our imports from Belgium amounted to 8,255,043*l.* last year; our exports to 7,381,002*l.* in the previous year.

The village of WATERLOO lies 9 m. S.S.E. Brussels. (Hôtel du Musée.)

Consul:—Thomas James Maltby, Esq.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, and Lille; through fare, 50*s.* 11*d.* Or, *viâ* Dover and Ostend; through fare, 47*s.* 10*d.*

Letters from England to Belgium (direct mail), under ½ oz., 3*d.*; 1 oz., 6*d.*; newspapers, 1*d.*, not to exceed 4 oz. *Viâ* France, under ½ oz., 4*d.*; 1 oz., 8*d.*; newspapers, 2*d.*, not to exceed 4 oz.; registr. fee, 4*d.*

Money:—1*l.* sterling = 25 francs 20 centimes; 1 franc = 100 centimes = 9½*d.*; 5-franc piece = 4*s.*; 2½-franc piece = 2*s.*; 2-franc piece = 1*s.* 7½*d.*

Weights and measures, same as in France, substituting *livre* for kilogramme, *litron* for litre, and *aune* for mètre.

Hôtel de Flandre.

T. M. from London, 2*s.* 6*d.*

BUCHAREST, a large city of Turkey in Europe, and chief town of the province of Wallachia, on the river Dumbovitza, 45 m. from Tergovitz; lat. 44° 27′ N., lon. 26° 8′ E. Pop. 80,000. It is a large, straggling, ill-paved city. The only buildings worthy of note are the palace of the archbishop, the church of St. George, the fort, and the governor's residence. Bucharest is one of the great commercial emporiums of Eastern Europe. The agricultural produce of the province consists of wheat, barley, silk, tobacco, wool, cotton, and some flax.

Exports: wool, butter, wheat, hides, and horned cattle.

Consul-General:—John Green, Esq., C.B.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35. P.M., *viâ* Dover, Calais, Brussels, Cologne, Frankfort, Wurzburg, Nuremberg, Ratisbon, Gieselhöring (junc.), Passau, Linz, Vienna, Pesth, and Arad; thence by diligence.

Letters from England to Wallachia: to Bucharest, *viâ* Belgium, under ½ oz., 7*d.*; 1 oz., 1*s.* 2*d.*; registr. fee, 4*d.*; newspapers, 3*d.* *Viâ* France and Vienna, and *viâ* France and the Danube, under ¼ oz., 7*d.*; ½ oz., 1*s.* 1*d.*; ¾ oz., 1*s.* 8*d.*; 1 oz., 2*s.* 2*d.*; registr. fee, 4*d.*; newspapers, 3*d.* To Ibraila, by French packet, under ¼ oz., 6*d.*; ½ oz., 1*s.*; ¾ oz., 1*s.* 6*d.*; 1 oz., 2*s.*; registr. fee, 6*d.* ¼ oz.; newspapers, 2*d.*

Hotel:—Concordia.

T. M. from London, 7*s.* 6*d.*

BUCKINGHAM, a town and parliamentary borough of England, co. Bucks, 25 m. N.E. Oxford, 61 m. from London by London and N.-Western railway; lat. 52° N., lon. 0° 59′ W. Pop. of parliamentary borough, 8500. The town is almost surrounded by the river Ouse, which is crossed here by three stone bridges. Principal buildings; town-hall, county gaol, and union. There is little trade or manufacture.

For Members of Parliament for COUNTY, *see* AYLESBURY. CITY; Sir Harry Verney, Bt., K.C.H. (L.), London residence, 32, South Street, Park Lane, W.

Rail from London (Euston Square station), 6.25, 10.10, and 11 A.M.; 1, 3.30, and 6.15 P.M. Fare, 11*s.* 1st cl.

Hotels:—The Swan and Castle.

BUENAVENTURA, a maritime city of New Granada, S. America, on the Bay of Choco; lat. 3° 41′ N., lon. 77° 35′ W. Pop. 1000. Exports: rum, sugar, hides, and tobacco.

For steamers, *see* Table.

BUENOS AYRES, capital of the Argentine Confederation, in S. America, on the banks of the La Plata, 50 m. from the sea; lat. 34° 36′ S., lon. 58° 22′ W. Pop. 100,000. Buenos Ayres was founded by Mendoza in 1535, retaken by the Indians and destroyed, and re-established in 1580; it is the most important seaport on the E. coast of S. America.

Buenos Ayres was formerly the chief emporium for merchandise and treasure from Peru to Chili, and the overland route through Rosario, San Luis, across the Cordilleras, to Santiago de Chili, and is one of the most interesting the traveller can traverse who has exhausted the beaten tracks of modern travel in Europe and the East.

The city is fortified and well built; the streets are spacious and well paved. The principal buildings are the university, cathedral, observatory, church of San Francisco, and that of La Merced, government offices, senate-house, academy, the mint, military college, foundling hospital, churches, &c. Large ships cannot come up to the town, on account of a bar, and have to discharge their cargoes into lighters. The exports consist of preserved beef, wool, hides, tallow, &c. Imports: cotton, linen, and silk manufactures, hardware, cutlery, &c. The exportation from Buenos Ayres of meats preserved by different chemical processes at the various estancias throughout the Argentine republic has, during the last two years, assumed important dimensions. By a carefully compiled return lying before us, it is proved that the number of animals at present reared by the united provinces of the Argentine Republic amount to 17,000,000 head of cattle, and 72,000,000 of sheep. There cannot be a doubt that, as soon as a safe means has been found to bring a portion of the vast surplus of animal food possessed by S. America to the European markets in a fresh and wholesome condition, the present high price of animal food will be considerably cheapened.

Consul:—Frank Parish, Esq.

For steamers, *see* Table.

Letters from England to the Argentine Confederation, *viâ* Southampton and *viâ* Liverpool, under ½ oz., 1*s.*; 1 oz., 2*s.*; registr. fee, 4*d.*; newspapers, 1*d.* By French packet, under ½ oz., 8*d.*; ½ oz., 1*s.* 4*d.*; ¾ oz., 2*s.*; 1 oz., 2*s.* 8*d.*; registr. fee, *none*; newspapers, 2*d.*, not exceeding 4 oz.

Money:—Gold doubloon = 3*l.* 3*s.* 6*d.*; silver dollar = 4*s.* 1*d.*

Weights and measures:—English are used in some parts, but Spanish and Portuguese are mostly employed.

BUFFALO, a large city and inland port of the U. States, New York, on Lake Erie; lat. 42° 53′ N., lon. 78° 55′ W. Pop. 150,000. Buffalo lies at the E. end of Lake Erie, where it forms the Niagara river. The city extends for 5 m. along the shore, and is regularly built. The streets are both broad and straight, and mostly at right angles with each other. The principal squares are the Washington, Franklin, Niagara, and Delaware. The principal buildings: the city-hall, university, custom-house, post-office, court-house, arsenal, penitentiary, gaol, city hospital, &c. The city has extensive manufactures of iron, and its trade in grain is immense. The imports of grain by lake in 1868 amounted to 50,000,000 bushels, and the exports of grain by canal to more than 36,000,000 bushels; the imports of pork, beef, bacon, and lard amounted to more than 12,000,000 lbs., and the exports of pork and beef to 300,000 barrels, and of bacon and lard to 22,000,000 lbs. Of butter there were imported by lake more than 1,000,000 lbs., and of iron, copper, and lead about 10,000,000 lbs., while about the same quantity was exported by canal. Of staves, 25,000,000 were imported by lake, and 125,000 tons exported. The total value of the imports amounted to more than 30,000,000 dollars, and the value of the exports amounted to the enormous sum of 64,000,000 dollars.

Consul:—Henry W. Hemans, Esq.

Route:—For steamers to New York, *see* Table; thence by Hudson River railway to Albany, 144 m.; thence by New York Central, 298 m.

Hotel:—The Mansion.

T. M. from London, 32*s.* 6*d.*

BURGAS, a sea-port of Turkey, on the Black Sea, at bottom of gulf of same name, 70 m. N.E. Adrianople; lat. 42° 31′ N., lon. 27° 31′ E. Pop. 6000.

Steamers of the Austrian Lloyd's leave Constantinople for Burgas, Saturdays, 4 P.M.; returning Saturdays, 8 P.M.; fare, 45*s.* 1st cl.

T. M. from London, 9*s.*

BURNLEY, a town and parliamentary borough of England, co. Lancaster, 35 m. S.E. Lancaster, and 248 m. N.N.W. London by the Midland railway; lat. 53° 48′ N., lon. 2° 14′ W. Pop. of parliamentary borough, 18,500. Its prosperity is owing to coal-fields in the neighbourhood, and to ample rail and canal communication with the surrounding district.

Member of Parliament:—Richard Shaw, Esq. (L.), London residence, 21, Devonshire Terrace, Hyde Park, W.

Rail from London (St. Pancras station), 7.45, 10, and 11.45 A.M.; 8.35 P.M. Fare, 35*s.* 6*d.* 1st cl.

Hotel:—Bull Inn.

T. M. from London, 1*s.* 6*d.*

BURTON-UPON-TRENT, a market-town of Staffordshire, N.E. Lichfield, is 128 m. N.N.W. London by Midland railway; lat. 52° 50′ N., lon. 1° 37′ W. Pop. 15,000. The river Trent is here crossed by a fine bridge of 37 arches. The town is famous for its ale, which is exported all over the globe.

Rail from London (St. Pancras station), 6.15, 7.45, 10, and 11.45 A.M.; 4.40 and 8.35 P.M. Fare, 22*s.* 4*d.* 1st cl.

Hotel:—Queen's.

T. M. from London, 1*s.* 6*d.*

BURY, a town of England, co. Lancaster, 9 m. N.N.W. Manchester, 36 m. S.E. Lancaster, and 196 m. N.N.W. London by London and N.-Western railway; lat. 53° 35′ N., lon. 2° 16′ W. Pop. 85,000. It is situated on the l. b. of the Irwell. The town has a mechanics' institute, several libraries and newsrooms, and some good churches. Manufactures: cotton and woollen spinning and weaving, calico printing, bleaching, and machine-making. Extensive coal mines in the neighbourhood.

Member of Parliament:—Robert N. Philips, Esq. (L.), London residence, 47, Berkeley Square, W.

Rail from London (Euston Square station), *viâ* Manchester (*which see*); thence by local line. Fare from London, 34*s.* 1st cl.

T. M. from London, 1*s.* 6*d.*

BURY ST. EDMUND'S, a town and parliamentary borough of England, co. Suffolk, 14 m. E. Newmarket, 25 m. N.W. Ipswich, and 86¾ m. from London by Gt. Eastern railway; lat. 52° 16′ N., lon. 0° 42′ E. Pop. 19,000. The town is pleasantly situated, and is considered one of the healthiest spots in England. Principal buildings: town-hall, assembly-rooms, county-court, museum, churches, &c. The churches of St. Mary and St. James, between which formerly stood the Abbey, were at one time considered the finest in England. In the first-named church lies buried, Mary, Queen of France.

Members of Parliament:—Edward Greene, Esq. (C.), London residence, Buckingham Palace Hotel, Buckingham Gate, S.W.; Joseph Alfred Hardcastle, Esq. (L.), London residence, 27, Pall Mall, S.W.

Rail from London (Bishopsgate Street), 7.55 and 11 A.M.; 4.5 and 5 P.M. Fare, 17*s.* 6*d.* 1st cl.

Hotel:—The Angel.

BUSHIRE, a sea-port of Persia, and one of the principal ports of the Persian Gulf, lies 120 m. W.S.W. Shiraz and 255 m. S.W. Ispahan; lat. 29° 1′ N., lon. 51° 5′ E. Pop. 15,000. On the land side Bushire is surrounded by a wall, with towers. There are numerous mosques and a good bazaar. Imports: rice, sugar, indigo, pepper, and spices, iron, steel, tin, lead, woollen cloths, cutlery, &c. Exports: horses, carpets, shawls, tobacco, attar, and specie. Large vessels cannot come up close to the town, but must anchor in the roadstead.

Route from London, *see* Bussorah; thence by British India Steam Navigation Co.'s steamer to Bushire (port for Shiraz, Ispahan, Teheran, and Caspian Sea route to Russia). Or, *viâ* St. Petersburgh to Ispahan (*which see*); thence by horse or camel to Shiraz (fifteen days); thence to Bushire (thirteen days).

T. M. from London, 26*s.* 6*d.*

BUSSORAH, a city of Turkey in Asia, and principal port of the Persian Gulf, on the r. b. of the Euphrates, lies 60 m. from its mouth, 240 m. S.E. Bagdad, and 220 W.N.W. Bushire; lat. 32° 28′ N., lon. 47° 55′ E. Pop. 60,000. Bussorah is surrounded on the land side by a high wall. Its streets are irregularly built, narrow, and, like those of all Eastern towns, dirty; the windows are protected by the usual oriental lattice-work. To the stranger Bussorah appears as one vast bazaar, although there are several. They are stocked with every variety of European and Asiatic merchandise, and many European mercantile firms have representatives here. Its geographical position gives the city important commercial advantages. It is connected, *viâ* Bombay, with India and China; with Persia, *viâ* the Persian Gulf and Bushire; and with Syria and Europe, *viâ* Bagdad and Aleppo. Bussorah is famous for the excellency of her dates, and roses were formerly largely cultivated for the extraction of attar.

The value of the articles exported last year from Bussorah, consisting of dates, wool, gall-nuts, wheat, rice, barley, &c., amounted to nearly 100,000*l.* The imports, consisting principally of indigo, sugar, coffee, tea, tobacco, wheat, pepper, cotton, woollen, and silk manufactures, copper and tin utensils, henna, rope, ebony, furniture, &c., amounted to nearly 400,000*l.* during 1868.

Consul:—W. P. Johnstone, Esq.

Steamers of the Euphrates and Tigris Steamship Navigation Co. leave Bussorah (every ten days) for Bagdad on the arrival of the British India Steam Navigation Co.'s steamer from Bombay, calling at Ezra's Tomb, Dufas, and Kut.

Steamers of the Euphrates and Tigris Steam Navigation Co. leave Bagdad for Bussorah (every ten days) on arrival of Damascus mail from England; returning on arrival of the British India Steam Navigation Co.'s steamers, with H.M. mail, from India. Bussorah is the terminal port of the Euphrates and Tigris Steam Navigation Co.

Route from London:—To Beyrout (*which see*); thence by horse to Damascus (three days); thence to Bagdad (fifteen days); thence by steamer on the Euphrates to Bussorah. Or, *viâ* Alexandretta (*which see*); thence by horse, *viâ* Antioch, Aleppo, Arfa, Diarbekir, Mardin, Mosul (Nineveh), and Kertook. Or, *viâ* Samsoon (*which see*); thence by horse, *viâ* Tokat, Sivas, Karput, Diarbekir, Mardin, Mosul (Nineveh), and Kertook, to Bagdad; thence by steamer (Euphrates and Tigris Steam Navigation Co.), *viâ* Kut, Dufas, and Ezra's Tomb, to Bussorah.

Money:—Though the Persian keran is almost the only coin in circulation (= 11*d.*), purchases and sales are made in shamis (23*s.*), the keran and other coins being accepted at the rate of the day when payments fall due; 1*l.* = 21½ kerans.

Weights:—Dates are sold by the large cara (5600 lbs.); but reported as produced and exported in small caras (2800 lbs.).

T. M. from London, 15*s.* 6*d.*

BUTE. For co. member, *see* **ROTHESAY.**

BUXTON, a watering-place, co. Derby, 31 m. from Derby and 193¼ m. from London by Midland railway. Pop. 2000. It is situated in a valley 900 ft. above the sea, and is noted for its saline hot and cold springs, visited by numerous invalids in the summer months.

Rail from London (St. Pancras station), 6.15, 7.45, 9, and 11.45 A.M.; 3 P.M. Fare, 30*s.* 1st cl.

Hotel:—The Palace.

T. M. from London, 1*s.* 6*d.*

CADIZ, a sea-port of Spain, in Andalusia, on the Atlantic, 94 m. S. Seville, being the terminus of the railway from Madrid; lat. 36° 3′ N., lon. 6° 10′ W. Pop. 78,000. The city is almost situated on an island. It is strongly fortified, and its appearance from the sea very beautiful. The most conspicuous edifice is the lighthouse of San Sebastian. There are two cathedrals, a custom-house, several hospitals, churches, convents, and an opera. It is the centre of the sherry trade, all the wines of Xeres being shipped here. Imports: linen, wool, silk, and cotton fabrics, &c. Exports: wine, to the amount of a million and a half sterling annually.

Consul:—Thomas Fellowes Reade, Esq.

Steamers leave Barcelona for Cadiz on the 7th and 22nd of every month, returning 1st and 16th. The steamers of Segovia, Guadra, & Co., leave Marseilles for Cadiz every Thursday; returning every Wednesday. The Spanish screw-steamers (Robert McAndrew & Co., Bond Court Chambers, Walbrook, London, E.C.) run weekly between London and this port. Fare, 10*l*. 1st cl. Steamers leave Havre for Cadiz 1*st*, 11th, and 21st of every month ('Ligne Péninsulaire,' E. Grosos, Havre, director).

Hotel:—Alameda.

T. M. from London, 7*s*.

CAEN, a town in France, dép. Calvados, lies 8 m. from the mouth of the Orne, 147½ m. W. Paris, on the railway from Paris to Cherbourg; lat. 49° 1′ N., lon. 0° 21′ W. Pop. 45,000. There are some fine old churches. The manufactures of Caen are considerable, especially of Angora and woollen gloves.

Consul:—C. G. G. Perceval, Esq.

Shortest route from London (by fixed mail services), Charing Cross and Victoria, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Amiens, and Rouen.

Hotel:—De l'Angleterre.

T. M. from London, 3*s*. 4*d*.

CAGLIARI, a fortified sea-port, island of Sardinia, on the S. coast and bay of same name; lat. 39° 13′ 14″ N., lon. 9° 7′ 48″ E. Pop. 30,000. The city, situated on the summit of a low hill, comprises the citadel, vice-regal palace, and cathedral. The 'Marina,' extending thence down to the shore, contains the dwellings of foreign consuls, with the bonding warehouse, arsenal, lazaretto, and mole. Exports: corn, pulse, oil, wine, and salt.

Consul:—Edward Henry Walker, Esq.

The Italian mail steamers of Messrs. Rubattino & Co., Genoa,

leave Genoa for Cagliari, Mondays and Thursdays, 9 P.M., calling at Leghorn; and return from Cagliari, Tuesdays, 2.30 P.M., calling at Terranova and Tortoli, Fridays, 10 P.M., direct. Likewise from Cagliari to Genoa, Mondays, 6 P.M., calling at Tortoli, Terranova, and Leghorn; and Thursdays, 6 P.M., to Genoa, calling at Leghorn only. Likewise from Palermo to Cagliari and Genoa, alternate Saturdays, 6 P.M.

T. M. from London, 7*s.* 6*d.*

CAIPHA, a sea-port town of Palestine, at the foot of Mt. Carmel, on the W. side of the bay of Acre; lat. 32° 48′ N., lon. 34° 53′ E. The harbour is very good. It has a fortress with a garrison, and is interesting from a hospice, maintained by the monks of Mt. Carmel, where strangers of all nations and religions are lodged and entertained.

Steamers of the Austrian Lloyd's leave Constantinople for Caipha, Thursdays, at 4 P.M.; returning Mondays, at 1 A.M. Fare, 12*l.* 10*s.*

T. M. from London, 5*s.*

CAIRO, the cap. of Egypt, and chief residence of the viceroy, lies on the r. b. of the Nile, 98 m. S.S.W. Damietta, and 90 m. W. Suez, on the railway from Alexandria to Suez; lat. 30° 2′ N., lon. 31° 15′ E. Pop. 300,000. The whole city is enclosed by a stone wall, terminating on the S.E. by a high rock, on which stands the citadel.

The metropolitan mosque of El-Azhar, with those of Sultan Hassan, the Muristan, Hassan Ain, El Ghoree, the gate called Bab-el-Nasr, the aqueduct on the road to Old Cairo, and the tombs of the Mamelukes, are most magnificent structures. Along the banks of the Nile, between Boulac and Old Cairo, are a number of handsome palaces, the most conspicuous being that belonging to Ibrahim Pacha. There are about 20 stone bridges over the canals of the city.

Amongst the most remarkable objects in and near Cairo are: the nilometer, for measuring the height of the Nile, erected as far back as 864 A.D., on the island near Cairo; Joseph's well, 260 ft. deep, and having a spiral stone staircase; and the petrified forest, 10 m. from Cairo, presenting the extraordinary sight of vast numbers of trees strewn about in a silicified state, as if they had fallen down and turned into stone. Heliopolis is two hours' ride from Cairo; an old hollow sycamore is pointed out as the spot where the Holy Family reposed on their flight into Egypt. The Pyramids are within 10 m. of Cairo, and are reached by an easy carriage drive.

In the Protestant church at Cairo, which has been established for more than a quarter of a century, divine service is performed twice on Sundays.

The climate is most grateful to the invalid, especially for those suffering from pulmonary complaints, to whom the highly oxygenized atmosphere of Cairo and Upper Egypt is the 'elixir of life.' A great boon to travellers in the East is the recently-established agency in London (34, Nicholas Lane, E.C.), which enables them to engage Nile boats, dragomans, and all necessary requisites, before starting from London. (West End agency, Buckingham Palace Hotel, Buckingham Gate, S.W.)

Consul:—Edward Thomas Rogers, Esq.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Paris, Dijon, Avignon, and Marseilles. Thence by steamer to Alexandria (*see* Table); rail to Cairo. Through fare from London, 23*l.* 11*s.* 3*d.*, by Messageries Impériales' steamers.

Letters to Egypt, by British packet, *viâ* Marseilles, under ½ oz., 6*d.*; ½ oz., 1*s.*; ¾ oz., 1*s.* 6*d.*; 1 oz., 2*s.*; newspapers, 2*d.* *Viâ* Southampton, under ½ oz., 6*d.*; 1 oz., 1*s.*; newspapers, 1*d.* *Viâ* Belgium, Cairo, under ½ oz., 11*d.*; 1 oz., 1*s.* 10*d.*; newspapers, 2*d.*; other places, under ½ oz., 9*d.*; 1 oz., 1*s.* 6*d.* *Viâ* France and Austria, except Alexandria, Cairo, and Suez, under ½ oz., 8*d.*; ½ oz., 1*s.* 2*d.*; ¾ oz., 1*s.* 10*d.*; 1 oz., 2*s.* 4*d.*; registr. fee, 4*d.*, except *viâ* France and Austria, where there is none.

Letters may be sent, *viâ* the Brindisi route, on Saturdays, from London to Egypt, ½ oz., 1*s.*; newspapers, 3*d.*, not exceeding 4 oz.; must be prepaid, and marked *Viâ* BRINDISI. (This service is provisional.)

Money:—The coins of Europe, as well as the Turkish coins, pass current here. The Egyptian sovereign = 21*s.*; the sovereign = 97 piastres 20 paras; the shilling = 4 piastres 35 paras; the piastre = 2½*d.*

Weights, &c.:—The rottolo is $\frac{7}{20}$ of the oka and = 9·5323 oz. avoirdupois English.

Hotel:—Shephard's.

T. M. from London, 25*s.*

CAITHNESS. For co. members, *see* **WICK.**

CALAIS, a sea-port of France, on the Straits of Dover, 27 m. N.N.E. Boulogne, on the Northern railway of France; lat. 50° 57′ 36″ N., lon. 1° 51′ 15″ E. Pop. 15,000. The town is well fortified, and derives its importance from being the nearest French port to England; it is only 20½ m. from the S. Foreland, and 22½ m. from Dover. The mail steamers from Dover, which arrive twice a-day, make the passage in about an hour and a half. About 200,000 passengers pass through Calais annually. A considerable trade is carried on in spirits, salt, oil, grain, wine, hemp, wood, coal, &c., and more than 50,000,000 of eggs are annually exported to England.

Consul:—Beaumont Hotham, Esq. Vice-Consul:—William Thomsett, Esq.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M. The mail steamers leave Calais for Dover, 9.35 A.M. and 10.42 P.M.

Hotel:—Dessin.

T. M. from London, 3*s.* 4*d.*

CALBUCO, a sea-port of S. America, Chili, on the N.W. shore of the Gulf of Ancud, and at the foot of the volcano Puarrague, 140 m. S.S.E. of Valdivia; lat. 41° 50′ S., lon. 73° 18′ W. Pop. 5000.

For steamers, *see* Table.

CALCUTTA, the chief port and city of Hindostan, and the cap. of the British possessions in India, and seat of the viceroy, lies on the l. b. of the river Hooghly, an arm of the Ganges, about 100 m. before that river flows into the Bay of Bengal; lat. 22° 34′ N., lon. 88° 29′ E. Pop. 500,000. Calcutta has been styled the 'city of palaces;' and no one who sees it for the first time can fail being impressed with the magnificence of its approaches and the elegance of its buildings. It contains every element of European as well as Asiatic luxury; noble streets, bordered by palatial mansions, interspersed with gardens blooming with every variety of tropical plants. Its splendid quay, flanking the river, and connected with it by the ghauts, forms a fitting approach to the queen-city of our Eastern hemisphere. The northern part of the city (Black Town) is inhabited by the native population; the southern part (Chowringhee) by the English and foreign residents and merchants. FORT WILLIAM is a strong and extensive citadel, and the head-quarters of the military authorities for Bengal. It is built in the form of an octagon, and has an excellent arsenal. The interior of the fort is laid out in fine walks and grass-plots. Between the fort and the city is the Esplanade, the fashionable resort for driving and riding morning and night.

The principal public buildings are: government-house, the residence of the viceroy and governor-general, town-hall, courts of justice, mint, bank of Bengal, theatre, hospital, cathedral, &c. The educational institutions are numerous, comprising Hindoo and Mahomedan as well as English colleges. Amongst the scientific and literary establishments, the Dalhousie institute and the Asiatic and Bethune societies are prominent.

The exports of Calcutta consist of opium, salt, sugar, saltpetre, indigo, muslins, rice, cotton, tea, silks, &c., &c. Imports: piece-goods, twist and yarn, metals, books, wine and spirits, woollen, cotton, and silk manufactures, &c.

Calcutta is the chief entrepôt for the steamers of the Penin-

sular and Oriental Steam Navigation Co., London offices, 122, Leadenhall Street, E.C.

The steamers of the British India Steam Navigation Co. (Messrs. Mackinnon, Mackenzie, & Co., Calcutta) leave Calcutta for:—(1) Chittagong and Akyab, fortnightly; (2) Akyab, Rangoon, and Moulmein, calling on return at Rangoon and Akyab; (3) Rangoon and Moulmein, calling on return at Rangoon and Akyab; (4) Straits line, in conjunction with No. 3, once a-month; (5) Bombay and intermediate ports, fortnightly; (6) Madras and Rangoon line, monthly; (7) Bombay and Kurrachee line, fortnightly; (8) Bombay and Persian Gulf line, fortnightly.

For overland route from Southampton and Marseilles to India and China, *see* Table.

Letters to India, *viâ* Marseilles, under ½ oz., 1*s.* 1*d.*; 1 oz., 2*s.* 2*d.*; newspapers, 3*d.* *Viâ* Southampton, under ½ oz., 9*d.*; 1 oz., 1*s.* 6*d.*; newspapers, 2*d.*; registr. fee, 4*d.* *Viâ* Brindisi, Saturdays, from London (*experimentally*), 1*s.* 4*d.* under ½ oz., newspapers, 3*d.*; must be prepaid, and specially marked *Viâ* BRINDISI.

Money:—1 rupee = 2*s.*; 16 annas = 1 rupee; 1 anna (= 1½*d.*) has 4 pice. For accounts the anna is divided into 16 pie; the latter are not current; the coppers are ½ anna and ¼ anna. Besides the rupee, there are silver ¼-rupee pieces (8 annas), ¼ rupees, and 2-anna pieces, of similar size and appearance as our shillings, sixpences, and threepenny-bits, with which they have equal value. The gold mohur is worth about 15 rupees. Native money-orders (hoondees) are perfectly safe to and from all parts of India, at a very trifling cost.

Weights, &c.:—The maund = 82 lbs. avoirdupois; 40 seers = 1 maund; the seer = 2 lbs.

Hotel:—Spence's.

T. M. from London, 57*s.*, for 20 words; half-charge added for every subsequent 10 words, or fraction of 10 words. Stations E. of Chittagong, 4*s.* extra.

CALDERA, a sea-port of Chili, on the Pacific, 30 m. N.W. Copiapo; lat. 23° 5′ S., lon. 76° 56′ W. Pop. 3000. The exports of silver, copper, and regulus amount to nearly seven million dollars annually; no agricultural produce is exported from here. With the exception of coals, iron, bricks, and machinery, all manufactured goods are imported *viâ* Valparaiso, in the Pacific Steam Navigation Company's steamers, or in other coasting vessels. A lighthouse has been erected in the S.W. entrance of the port. There is telegraphic communication from the capital (Santiago) north as far as Copiapo, from which city a railway extends to this port. Immediately after the

arrival of the mail from Panama important news is telegraphed to Santiago. About 350 vessels annually arrive at and clear this port; tonnage, about 300,000 tons.

Consul:—John Joseph Murray, Esq.

For steamers, *see* Table.

CALICUT, a sea-port town of India, Malabar coast, 130 m. S.E. Mangalore, 50 m. S.E. Cannanore, 96 m. N.W. Cochin, 170 m. S.W. Bangalore, 335 m. S.W. Madras, and 566 m. S.E. Bombay; lat. 11° 15′ N., lon. 75° 50′ E. Pop. 25,000. Exports: teak, pepper, cardamoms, wax, coir, cordage, sandal-wood, and cocoa-nuts.

Through fare for Calicut and Beypore from Southampton, *viâ* Madras (for steamer, *see* Table) and British India Steam Navigation Co.'s steamer, 95*l*.

T. M. from London, 57*s*.

CALLAO, a sea-port of Peru, about 7 m. W. from Lima, of which it is the port; lat. 12° 3′ 45″ S., lon. 77° 4′ 1″ W. Pop. 8000. It is well fortified. The roadstead is by far the best on the Peruvian coast, with good anchorage in from 7 to 10 fathoms. Vessels load and unload at the pier. A railway connects this port with Lima; trains run frequently.

Consul:—C. A. Henderson, Esq. Vice-Consul:—Bracey R. Wilson, Esq.

Callao is the chief office for the Pacific Steam Navigation Co., whose steamers serve the W. coast of America, from Panama to Valparaiso southwards, and from thence, calling at Monte Video, Rio de Janeiro, Lisbon, and Bordeaux, to Liverpool (George Petrie, general manager).

Ocean Steam Lines.—Pacific Mail Steam Navigation Co.:—*North;* 10th and 25th, 6 P.M., to Huacho, Supé, Culebras, Casma, Samanco, Santa, Huanchaco, Malabrigo, Pacasmayo, Pimentel, San José, Payta, Tumbes, Guayaquil. To the following ports on 10th only: Ballenita, Manta, Bahia, Esmeraldas, Tumaco, Buenaventura, Panama.

South; 21st, 6 P.M., to Tambo de Mora, Pisco, Chincha Islands, Chala, Islay, Ilo, Arica, Pisagua, Mexillones, Iquique, Tocopilla, Cobija, Chanaral, Caldera, Carrizal-bayo, Huasco, Coquimbo, and Valparaiso.

From Valparaiso to San Antonio, Tomé Talcahuano, Coronel, Lota, Lebu, Corral, Ancud, Calbuco, and Port Montte, 1st, 8th, 16th, and 24th.

Callao and San José line:—3rd and 17th, to Huacho, Supé, Huarmé, Casma, Samanco, Santa, Huanchaco, Malabrigo, Pacasmajo, Pimentel, San José.

Callao, Chinchas, and Pisco line:—Mondays and Thursdays,

to Cerro Azul, Tambo de Mora, Chincha Islands, and Pisco. For fares, &c., *see* Table.

For steamers from St. Nazaire and Southampton, *viâ* Panama, *see* Table.

CALMAR, a sea-port of Sweden, on the W. side of the narrow strait of the Baltic, separating the island of Oeland from Sweden, 85 m. N.E. by E. of Carlscrona; lat. 56° 40′ 30″ N., lon. 16° 26′ 15″ E. Pop. 10,000. The town stands on a small island, Quarnholm, and communicates with the main land, where there is a suburb, by a bridge of boats. The cathedral is a fine stone building. The port is small, but safe and commodious.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Brussels, Cologne, Hanover, and Lauenburg. Through fare, 124*s.* 2*d.* 1st cl.; thence by steamer, which runs frequently from Lubeck to Calmar. Or by steamer to Hamburgh, and by rail to Lubeck.

Consul:—Capt. Soderbergh.

T. M. from London, 8*s.*

CALNE, a town and parliamentary borough of England, co. Wilts, 6½ m. N.W. Devizes, 30 m. N.W. Salisbury, and 100 m. W. of London by Gt. Western railway, which has a station at Chippenham, 6 m. from Calne. The town has water communication with London and Bristol by the Wiltshire and Berkshire canal. St. Mary's church is a fine structure. Many fossils are found in the neighbourhood.

Member of Parliament:—Lord Edmond G. Fitzmaurice (L.), London residence, 54, Berkeley Square, W.

Rail from London (Paddington), 6, 6.50, 9.15, 10.10, and 11.45 A.M.; 2, 2.35, and 4.50 P.M. Fare, 18*s.* 1st cl.

Hotel:—Lansdowne Arms.

CALVI, a sea-port of Corsica, N.W. coast of the island; lat. 42° 34′ N., lon. 8° 45′ E. Pop. 3000. The town has a good harbour and road.

Consul:—Jean Piccioni, Esq.

Messrs. Valery & Co.'s steamers leave Marseilles for Calvi, every Tuesday, at 9 A.M.

T. M. from London, 4*s.* 2*d.*

CAMBRIDGE, a town of England, co. Cambridge, and one of the English universities, on the Cam, 57½ m. by Gt. Eastern railway from London. Pop. 30,000. The town lies in a level tract, and the greater part of its public structures, with their walks and gardens, are in the midst of woods. St. Mary's, St. Sepulchre's, and Trinity churches are ancient and noteworthy. Principal edifices: the senate-house, the public schools,

library, observatory, printing office, Fitzwilliam museum, chapels of King's College and Jesus College, hall and library of Trinity College, and a very fine chapel. The two members of Parliament which the university sends to the House of Commons are chosen by the senate.

Members of Parliament:—COUNTY; Lord George J. Manners (C.), London residence, 25, Grosvenor Square, w.; Right Hon. Viscount Royston (C.), London residence, 38, Hertford Street, w.; Rt. Hon. H. B. W. Brand (L.), London residence, 2, Upper Belgrave Street, s.w. BOROUGH; Robert R. Torrens, Esq. (L.), London residence, 2, Gloucester Place, Hyde Park, w.; William Fowler, Esq. (L.), London residence, 45, St. James's Place, s.w. UNIVERSITY; Rt. Hon. S. H. Walpole (C.), London residence, 109, Eaton Square, s.w.; A. J. Beresford Hope, Esq. (C.), London residence, 1, Connaught Place, w.

Rail from London (Bishopsgate Street), 7.55 and 11 A.M.; 2.40, 4.5, 5, 6, and 8.40 P.M. Fare, 11*s.* 1st cl.

Hotel:—The Bull.

CAMEROONS, a port of Western Africa, Bight of Biafra; lat. 4° 30′ N., lon. 9° 18′ E. It takes its name from a mountain of volcanic formation. The summit, 13 m. N. Victoria, the settlement on Amhas Bay, is above 13,000 ft. high.

For steamers, *see* Table.

CAMPBELTOWN, a sea-port of Scotland, co. Argyle, 40 m. S.W. Ayr; lat. 55° 24′ N., lon. 5° 42′ W. Pop. 7000. The town has some distilleries and a good harbour.

Member of Parliament for Ayr, Irwin, &c.:—E. H. J. Crawfurd, Esq. (L.), London residence, 89, Belgrave Road, s.w.

Rail from London, *see* AYR; thence by local line.

CANARY ISLANDS, *see* **TENERIFFE.**

CANDIA, a fortified sea-port, and cap. of the island of Crete, on its N. shore, near its centre, 34 m. W. Spinalonga, and 64 m. E.S.E. Canea; lat. 35° 21′ N., lon. 24° 8′ 15″ E. Pop. 20,000. Chief buildings: governor's palace, the Greek cathedral, many mosques, a lighthouse on the W. mole, and some good baths. The articles of British produce and manufacture imported are coals, calicoes, cotton, hardware, herrings, &c., amounting to nearly 100,000*l.* annually; the exports consist of olive-oil, silk, almonds, cotton, wool, &c., the first-named article having been shipped to England direct to the amount of 12,000*l.* last year.

Consul:—L. Colocherino, Esq.

Steamers of the Austrian Lloyd's leave Syra for Candia, Sundays, 8 P.M.; returning Mondays, 2 P.M. Fare, 26*s.* 1st cl.

Letters for Candia, *viâ* Belgium, under ½ oz., 9*d.*; 1 oz., 1*s.* 6*d.*; newspapers, 3*d.*, not exceeding 4 oz.; registr. fee, 4*d.*

T. M. from London, 9*s.*

CANEA, a sea-port and principal commercial town of the island of Candia, on its N. coast, 64 m. W.N.W. Candia; lat. 35° 28′ 42″ N., lon. 24° E. Pop. 16,000. The port is the best in Candia; it is formed by a mole 1200 ft. long, with a light-house at its extremity. It has an arsenal, docks, lazaretto, &c. It is the seat of a pacha, and has a handsome mosque. Considerable trade is carried on with France, Trieste, and Venice. Chief exports: wax, oil, fruits, and wool.

Consul:—E. G. Boone, Esq.

The steamers of the Austrian Lloyd's leave Syra for Canea, Sundays, 8 P.M.; returning Tuesdays, 5 P.M. Fare, 26*s.* 1st cl.

T. M. from London, 9*s.*

CANNANORE, a sea-port and military cantonment of Madras, situate on N. shore of a small bay in the Malabar district, 79 m. from Mangalore, 345 m. S.W. Madras, and 615 m. S.E Bombay; lat. 11° 52′ N., lon. 75° 26′ E. The British cantonment is situated close to the sea-shore and to the N.W. of the fort. There are barracks for an English regiment and two native, and a regiment of native foot artillery.

Through fare from Southampton, *viâ* Bombay (for steamer, *see* Table) and British India Steam Navigation Co.'s steamer, 94*l.*

T. M. from London, 57*s.*

CANNES, a town and watering-place of France, 5 m. W. of Antibes, on the Mediterranean; lat. 43° 34′ N., lon. 7° 7′ E. Pop. 8000. Being entirely sheltered from northerly winds, Cannes enjoys a delightful climate, and is much resorted to by invalids. The name of Cannes has become familiar to the English ear by it having been the favourite residence of Lord Brougham.

Steamers of the 'Compagnie Marc Fraissinet, père et fils,' leave Marseilles for Cannes, Thursdays, 8 P.M.; returning Mondays, 8 P.M.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Paris (arr. *Chemin de fer du Nord*, dep. *Chemin de fer de Lyon*), Montereau, Joigny, Dijon (*Buffet*), Chalons, Macon, Lyons, Valence, Avignon, Arles, Marseilles, Toulon, and Les Arcs.

Hotel:—Beau Site.

T. M. from London, 3*s.* 4*d.*

CANTERBURY, a cathedral city, being the seat of the primacy of England, lies 16 m. distant from Dover and Margate respectively, and 62 m. from London by the London, Chatham, and Dover railway. Pop. 25,000. The cathedral is one of the

largest and most magnificent ecclesiastical structures in England. In 1170 the Archbishop Thomas à Becket was murdered in it.

Members of Parliament:—H. A. Butler-Johnstone, Esq. (C.), London residence, 22, St. George's Place, S.W.; Lieut.-Col. T. H. Brinckman (L.), London residence, 56, Park Street, W.

Rail from London (Victoria station), 7, 7.40, 9.15, and 10.30 A.M.; 2.5, 4.20, 5 15, 6.25, and 8.35 P.M. Fare, 15*s.* 1st cl.

Hotel:—Royal Fountain.

CANTON, a maritime city of China, on its S. coast; the principal emporium of the East, and the first port in China at which any Europeans were established. It stands on the N. b. of the Chookiang and the E. b. of its affluent, the Pekiang, 60 m. N.N.W. the Chinese Sea, and 420 m. S. by W. Pekin; lat. 23° 7′ N., lon. 113° 14′ E. Pop. 1,000,000. It is divided into two parts, the outer, or Chinese, and the inner, or Mantchou city, surrounded by one wall and separated by another. There are twelve gates, which are opened at dawn and shut at night. Several canals intersect the city and suburbs. The foreign factories, or hongs, as the Chinese call them, are situated in the S.W. suburb. They occupy a flat, which is railed in, and forms a promenade, called Respondentia Walk. No city in China has stamped on it such unmistakable signs of material prosperity as that of Canton. The streets and the river teem with a busy population; the shops are large and well stocked, and the people robust, intelligent, and industrious. Hong Kong (*which see*), the British colony, lying some six or seven hours distant, is the head-quarters of the trade of Canton, and steamers run daily between the two ports. The anchorage for vessels visiting the port is at Whampoa (*which see*), about 12 m. below the city of Canton.

Nearly 20,000 persons are employed in silk-weaving, and 50,000 in the manufacture of cloth, besides thousands of shoemakers, and many who work in brass, iron, and stone. The tea exported from Canton amounts to about 30,000,000 lbs. annually; the silk to about 1,500,000 lbs. The value of the imports is about 2,500,000*l.* per annum, and the exports about 4,000,000*l.*

Consul:—D. Brooke Robertson, Esq., C.B.

The steamers of the Hong Kong, Canton, and Macao Steamship Company call frequently at this port.

For overland route from Southampton and Marseilles, *see* Hong Kong.

T. M. from London, *viâ* Kiachta (*which see*), 112*s.* 6*d.*

CAPE COAST CASTLE, a sea-port of Africa, on the coast of N. Guinea, cap. of the British settlements; lat. 5° 5′ N.,

lon. 1° 12′ W. Pop. 10,000. Exports: gold-dust, maize, palm-oil, and tortoiseshell.

For steamers, *see* Table.

CAPE HAYTI, a sea-port of Hayti, on the N. shore of the island, 90 m. N. Port-au-Prince; lat. 19° 46′ 20″ N., lon. 72° 14′ W. Pop. 10,000.

For steamers, *see* Table.

CAPE PALMAS, a sea-port and low promontory of N. Guinea, in the Atlantic; lat. 4° 22′ 1″ N., lon. 7° 44′ 2″ W. The anchoring-place is one of the best on the coast.

For steamers, *see* Table.

CAPE TOWN, a sea-port of S. Africa, on its S.W. coast, S. shore of Table Bay, at the foot of Table Mountain, about 32 m. N. from the Cape of Good Hope; lat. 33° 56′ S., lon. 18° 1′ E. Pop. 30,000. The principal buildings are the government-house, the senate-house, exchange, custom-house, gaol, and Somerset hospital.

Exports: wool, wines, corn, flour, hides, horns, horses, butter, ivory, whale-oil, aloes, salt beef. Imports: woollen and cotton manufactures, hardware, fire-arms, furniture, soap, sugar, tea, &c. There are many vineyards in the vicinity; and much inferior wine has of late years been sent to England from the Cape; the best, Constantia, is produced on a farm of that name, 8 m. from Cape Town. Superior wines might be produced in other parts of the colony, if sufficient pains were taken in the cultivation.

A telegraphic line has been established from Cape Town to East London. Intermediate stations: Caledon, Swellendam, Riversdale, Mossel Bay, George, Uitenhage, Port Elizabeth, Graham's Town, Simon's Town, King William's Town.

For steamers *see* Table.

Letters for Cape of Good Hope, under ½ oz., 1*s.*; 1 oz., 2*s.*; newspapers, 1*d.*; registr. fee, 4*d.*

Money:—English; the paper rixdaler = 1*s.* 6*d.*

Weights:—Dutch and English; 92 Amsterdam punds are = 100 lbs. avoirdupois.

CAPRAJA, an island of N. Italy, Mediterranean, with fortified port of same name, on E. side, 17 m. E. the N. extremity of Corsica; length 3½ m., breadth 1½ m.; lat. 43° 2′ N., lon. 9° 49′ E. Pop. 1000. It is a mountainous place, producing wine and olive-oil.

The Italian steamers of R. Rubattino & Co. leave Leghorn, Wednesdays, 9 A.M., and touch at Capraja, *en route* to Giglio.

CAPRERA, an island of Italy, on the Mediterranean, N.E. coast of Sardinia; lat. 41° 12′ N., lon. 9° 27′ E.; the home of Garibaldi.

CARACAS, a town of S. America, cap. of republic Venezuela, 11 m. S.S.E. La Guayra, which is its port; lat. 10° 30′ N., lon. 66° 54′ W. Pop. 50,000. The river Guayra bounds it on the S. The town is well built; the streets are almost all furnished with fountains. The 'Plaza Major' is the chief square, where the market is held. Caracas has a university. Earthquakes are common, and have much damaged the churches. The cocoa grown in the province is the best brought to Europe.

For route, *see* LA GUAYRA; thence by local conveyance.

Consul-General:—R. T. C. Middleton, Esq.

Letters to Venezuela, under ½ oz., 1*s.*; 1 oz., 2*s.*; newspapers, 1*d.*, *viâ* Southampton, 2*d.*, by French packet; registr. fee, 4*d.*

CARDIFF, a sea-port and parliamentary borough of S. Wales, co. Glamorgan, on the Taafe, 170¼ m. W. London by Gt. Western railway; lat. 51° 28′ N., lon. 3° 16′ W. Pop. 40,000. The castle is of great antiquity. Cardiff is the port of Merthyr Tydfil, and has a considerable trade. Large quantities of copper ore from the W. coast of S. America are shipped to this port. 16,645 vessels entered and cleared the port during the year 1868, having a tonnage of 3,143,618 tons. The ship-canal and docks are magnificent.

Steamers ply regularly between this port and Belfast, Bristol, Cork, and Glasgow.

Members of Parliament:—COUNTY GLAMORGAN; Chr. Rice M. Talbot, Esq. (L), London residence, 3, Cavendish Square, W.; Henry Hussey Vivian, Esq. (L.), London residence, 6, Chester Street, Belgrave Square, S.W. CITY OF CARDIFF; Lieut.-Colonel J. F. D. Stuart (L.), London residence, 25, Wilton Crescent, S.W.

Rail from London (Paddington), 6, 9.15, 10.10, and 11.45 A.M.; 4.50, 8.10, and 9 P.M. Fare, 35*s.* 2*d.* 1st cl.

Steamers leave Cardiff for:—Belfast, Saturdays—fare, 17*s.* 6*d.*; Bristol, every week-day; Burnham, week-days, except Fridays —3*s.* 6*d.*; Cork, Saturdays—17*s.* 6*d.*; Glasgow, Saturdays—20*s.*; Portishead, week-days—1*s.* 6*d.*

Hotel:—Royal.

T. M. from London, 1*s.* 6*d.*

CARDIGAN, a sea-port and parliamentary borough of S. Wales, co. Cardigan, 198 m. W.N.W. London by Gt. Western railway, *viâ* Carmarthen; lat. 52° 30′ N., lon. 4° 20′ W. Pop. of parliamentary borough, 4000. A bar at the mouth of the river Tewy, on which the town is situated, is a great impediment to navigation. 536 vessels, of 16,797 tons burden, entered and cleared the port last year.

Members of Parliament:—COUNTY; E. M. Richards, Esq. (L.), London residence, 3, Kensington Gate, W. BOROUGH; Sir Thos.

D. Lloyd, Bart. (L.), London residence, 16, Lower Seymour Street, W.

Rail from London (Paddington station) to Carmarthen, 6, 9.15, 10.10, and 11.45 A.M.; 4.50 and 8.10 P.M. Thence to Cardigan by rail as far as Llandyssil; thence by coach.

Hotel:—Black Lion.

T. M. from London, 1s. 6d.

CARLISLE, a city and sea-port of England, co. Cumberland, 300 m. from London by London and N.-Western railway; lat. 54° 53′ N., lon. 2° 56′ W. Pop. 35,000. Carlisle is the seat of a bishopric, and has several literary and scientific institutions. The ancient castle, which stands on an eminence over the river, consists of an outward and inner wall, each of great thickness, and of a great square tower. The ramparts command a very fine view. The environs afford many delightful rides and walks. The staple manufacture of the town is cotton, employing several thousand hands. The situation of Carlisle gives great facilities to its trade. 953 vessels, of 145,745 tons, entered and cleared the port last year.

Members of Parliament:—COUNTY; *Cumberland East*, W. N. Hodgson, Esq. (C.), London residence, 33, Duke Street, St. James's, S.W.; Hon. C. G. W. Howard (L.), London residence, 122, Park Street, W. *West*, Lt.-Col. Henry Lowther (C.), London residence, 21, Wilton Crescent, S.W.; Capt. Hon. Percy S. Wyndham (C.), London residence, 44, Belgrave Square, S.W. BOROUGH; Sir Wilfred Lawson, Bt. (L.), London residence, Reform Club, S.W.; Edmund Potter, Esq. (L.), London residence, 63, Rutland Gate, S.W.

Steamers for Belfast, *viâ* Whitehaven, Tuesdays—fare, 12*s.*; Douglas, Isle of Man, *viâ* Silloth, Tuesdays and Saturdays—12*s.*; Dublin, *viâ* Silloth, Tuesdays and Saturdays—15*s.*; Liverpool, *viâ* Silloth, thrice weekly—10*s.*; *viâ* Whitehaven, Thursdays—10*s.*; Newry, *viâ* Silloth, alternate Saturdays.

Rail from London (Euston Square station), 6.25, 7.30, 9, 10, and 11 A.M.; 8 and 9 P.M. Fare, 55*s.* 1st cl.

Hotel:—County.

T. M. from London, 2*s.*

CARLOW, a town and parliamentary borough of Ireland, co. Carlow, 44 m. from Dublin by Gt. Southern and Western and the Eastern railway. Pop. of parliamentary borough, 9000. Exports: corn, bacon, and butter to Waterford by the river, and to Dublin by the Grand Canal.

Members of Parliament:—COUNTY; Henry Bruen, Esq. (C.), London residence, Carlton Club, S.W.; and Arthur M. Kavanagh, Esq. (C.), London residence, 13, Chapel Street, Belgrave Square,

S.W. BOROUGH; Captain William Fagan (L.), London residence, 2 B, King Street, St. James's Square, S.W.

Route from London, *viâ* Holyhead and Kingstown.

Hotel:—County Club House.

T. M. from London, 4*s*.

CARLSCRONA, a sea-port of Sweden, on the Baltic; lat. 56° 10′ N., lon. 15° 33′ E. Pop. 17,000. The greater part of the town is built on the small island of Tros-oe, and the rest on some adjoining islets, the communication being maintained partly by a mound, partly by a wooden bridge. The harbour is large and safe, with water sufficient to float the largest ships.

Consul:—Adolph Palander, Esq.

Steamers run frequently to and from Stockholm, Copenhagen, Malmoe, and Gottenburg during summer.

T. M. from London, 8*s*.

CARLSRUHE, a city of Germany, and cap. of the Grand Duchy of Baden, lies 4 m. E. of the Rhine, 37 m. W.N.W. Stuttgardt; lat. 49° N., lon. 8° 25′ E. Pop. 30,000. The Grand Ducal palace is the centre from which 32 diverging streets radiate, making the whole city circular.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Brussels, Frankfort, and Mannheim.

Hotel:—Erbprinz.

T. M. from London, 6*s*.

CARMARTHEN, a sea-port of England, and cap. of co. of same name, on the Towy, 7 m. N. from its embouchure in Carmarthen Bay, 245¼ m. from London by Gt. Western and S. Wales railway; lat. 51° 51′ N., lon. 4° 29′ W. Pop. 10,000. Vessels of 200 tons may come up to the bridge at spring tides.

Members of Parliament:—COUNTY; Edward John Sartoris, Esq. (L.), London residence, 9, Park Place, St. James's, S.W.; John Jones, Esq. (C.), London residence, 5, Bolton Row, W. CITY; Lt.-Col. J. S. C. Stepney (L.), London residence, 5, St. George's Place, Hyde Park, W.

Rail from London (Paddington station), 6, 9.15, 10.10, and 11.45 A.M.; 4.50, 8.10, and 9 P.M. Fare, 47*s*. 1st cl.

Hotels:—Ivy Bush and Royal Hotel.

T. M. from London, 2*s*.

CARNARVON, a sea-port of N. Wales, on the S.E. side of the Menai Strait, 246 m. from London by London and N.-Western railway; lat. 53° 8′ N., lon. 4° 15′ W. Pop. 10,000. The harbour admits vessels of 400 tons burden; but the coasting trade is principally by small vessels and steamers. 1554 vessels,

of 103,361 tons burden, entered and cleared the port last year. The principal export is slate.

Carnarvon castle is one of the noblest ruins of its kind in the kingdom. A small chamber in the Eagle tower is shown as the birthplace of Edward II., the first Saxon prince of Wales.

Members of Parliament:—COUNTY; T. L. D. Jones-Parry, Esq. (L.), London residence, 21, St. James's Street, S.W. CITY; W. B. Hughes, Esq. (L.), London residence, Union Club, S.W.

Rail from London (Euston Square), 6.15, 9, 9.5, and 11 A.M.; 9.15 P.M. Fare, 43*s.* 6*d.* 1st cl.

Hotel:—The Royal.

T. M. from London, 2*s.*

CARRICK-ON-SHANNON, a town of Ireland, co. Leitrim, 19 m. N.N.W. Longford. Pop. 2000.

Members of Parliament:—Co. LEITRIM; Major W. R. Ormsby Gore (C.), London residence, Carlton Club, S.W.; Dr. John Brady (L.), London residence, 21, Chesham Street, S.W.

Route from London (Euston Square station), *viâ* Holyhead and Kingstown.

Hotel:—

T. M. from London, 4*s.*

CARRICKFERGUS, a town and parliamentary borough of Ireland, co. Antrim, situated on Belfast Lough, 9 m. N.N.E. Belfast. Pop. of parliamentary borough, 9500. There are extensive salt-mines within 1 m. of Carrickfergus.

Member of Parliament:—Marriott Robert Dalway, Esq. (C.), London residence, 1, Upper Wimpole Street, W.

Route from London (Euston Square), *viâ* Holyhead and Kingstown.

Hotel:—

T. M. from London, 4*s.*

CARRIZAL-BAJO, a sea-port of Chili, on the S. Pacific, on the route from Callao to Valparaiso, between the ports of Caldera and Coquimbo; lat. 26° S., lon. 70° 30′ W.

For steamers, *see* Table.

CARTAGENA, a strongly-fortified city and sea-port of S. America, Granadian confederation, of which republic it is the chief naval arsenal, on a sandy peninsula in the Caribbean Sea; lat. of dome, 10° 25′ 38″ N., lon. 77° 54′ 25″ W. Pop. 15,000. Exports: cotton, india-rubber, tobacco, and specie. Imports: nearly all necessities of life, except sugar and spirits.

Consul:—Albany de G. de Fonblanque, Esq.

For steamers, *see* Table.

CARTHAGENA, a sea-port of Spain, prov. Murcia, on the Mediterranean, 17 m. W. Cape Palos and 32 m. S.S.E. Murcia, with

which it is connected by railway; lat. 37° 36′ N., lon. 0° 56′ W. Pop. 30,000. The harbour, which is one of the best on the Mediterranean, consists of a circular basin, has deep water throughout, and is protected from every wind by the surrounding heights and by an islet at its entrance. The principal exports are silver-lead, amounting to 29,000 tons last year, each ton containing about 60 oz. of silver, the greater portions of which are sent to England and France. The export of esparto-grass increases, 40,000 tons having been shipped here last year. The chief imports consist of coke and coals from the United Kingdom, and grain and flour from Marseilles and Greece.

Consul:—E. J. Turner, Esq.

Steamers of the Services Maritimes (Segovia, Guadra, & Co.), leave Marseilles for Carthagena, Thursdays; returning Mondays and Wednesdays. The Spanish screw-steamers (R. McAndrew & Co., Bond Court Chambers, Walbrook, London, E.C.) run weekly between London and this port. Fare, 220*s.* 1st cl.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, and Paris; thence Tours, Bordeaux, Bayonne, Madrid, and Murcia.

Hotel:—Fonda Francesa.

T. M. from London, 7*s.*

CARWAR, or **CADAVAUD,** a sea-port of Madras, at the mouth of the Kala Nuddy, 50 m. S.E. Goa, 260 m. N.W. Bangalore, and 295 m. S.E. Bombay; lat. 14° 50′ N., lon. 74° 15′ E. The town was once an important place, but is now dilapidated.

Through fare from Southampton, *viâ* Bombay (for steamer, *see* Table) and British India Steam Navigation Co.'s steamer, 92*l.*

T. M from London, 57*s.*

CASHEL, a city and parliamentary borough of Ireland, co. Tipperary, 95¼ *m.* S.W. of Dublin by Gt. Southern and Western railway. Pop. of parliamentary borough, 6000. On the rock of Cashel, which rises immediately over the city, are ecclesiastical ruins of great beauty and architectural interest; Cormac's chapel, in particular, is a gem of mediæval architecture.

Member of Parliament:—*unseated.*

Route from London (Euston Square), *viâ* Holyhead and Kingstown.

Hotel:—Corcoran's.

T. M. from London, 4*s.*

CASMA, a port of Peru, S. America; lat. 9° 30′ S., lon. 78° 25′ W. To the N. lie the two minor ports, SAMANCO and SANTA (*which see*).

For steamers, *see* Table.

CASTLEBAR, a town of Ireland, co. Mayo, 126 m. from Dublin, on the Midland Gt. Western railway. Pop. 4000.

Members of Parliament:—Co. MAYO; Lord Bingham (C.), London residence, 7, Portland Place, w.; George H. Moore, Esq. (L.), London residence, 39, Alfred Place, Brompton, s.w.

Route from London (Euston Square station), *viâ* Holyhead and Kingstown. Through fare, 90*s.*

Hotel:—Daly's.

T. M. from London, 4*s.*

CATANIA, an ancient and celebrated sea-port of Sicily, on the E. coast of the island, 17 m. S.S.E. the crater of Mount Etna, 31 m. N.N.W. Syracuse, on the railway from Messina to Syracuse; lat. (Mole) 37° 28′ N., lon. 15° 5′ E. Pop. 65,000. It has a noble appearance from the sea, and the effect is not diminished on landing. The streets are spacious; and the numerous churches, convents, palaces, and public establishments, principally constructed of lava, are magnificent. The principal manufacture is that of silk, which is largely carried on. The working of the yellow amber found on the S. coast of the island affords employment to several thousands. The snow of Mount Ætna is also a source of wealth.

Consul:—John Joshua Jeans, Esq.

Steamers of the Italian Steam-packet Company (Peirano, Danovaro, & Co.) call here alternate Fridays, *en route* from Genoa to Ancona, and *vice versâ*.

Grand Hôtel de Catania.

T. M. from London, 7*s.* 6*d.*

CATTARO, a fortified sea-port of Austria, at the S.E. extremity of the Gulf, or 'Bocca di Catarro,' 210 m. S.E. Zara; lat. 42° 25′ 26″ N., lon. 18° 46′ 16″ E. Pop. 5000. The town is defended by a fort. Streets are narrow and gloomy. It has a cathedral and many chapels and churches. The harbour is one of the best on the Adriatic.

For consul, *see* RAGUSA.

Steamers of the Austrian Lloyd's leave Trieste for Cattaro, Tuesdays and Saturdays at midnight; returning Sundays, 8 A.M., and Fridays, 6 A.M.

T. M. from London, 6*s.*

CAVALLA, a sea-port of Turkey, Macedonia, on the Ægean Sea, opposite the island Tharsos, 80 m. E.N.E. Salonica; lat. 40° 55′ N., lon. 24° 25′ E. Pop. 5000. It is walled, has a citadel; and export trade in cotton and tobacco. The harbour is small.

Consul:—F. A. Cortazzi, Esq.

Steamers of the Austrian Lloyd's leave Constantinople for

Cavalla, Saturdays, 4 P.M.; returning Sundays, at midnight—fare, 72*s.* 1st cl.

T. M. from London, 9*s.*

CAVAN, a town of Ireland, co. Cavan, 85½ m. from Dublin by the Midland Gt. Western railway. Pop. 3500. The royal school is of ancient foundation.

Members of Parliament:—COUNTY; Lieut.-Col. Hon. Hugh Annesley (C.), London residence, 25, Norfolk Street, Park Lane, W.; Edward James Saunderson, Esq. (L.), London residence, Alexandra Hotel, S.W.

Route from London (Euston Square station), *viâ* Holyhead and Kingstown. Through fare, 78*s.* 1st cl.

Hotel:—Farnham Arms.

T. M. from London, 4*s.*

CAWNPORE, Hindostan, a large town and military station on the Ganges, 38 m. S.W. Lucknow; lat. 26° 31′ N., lon. 80° 14′ E. It is one of the hottest stations in India, and smothered in dust six months out of twelve. Its name is imperishably connected with the massacre of its garrison in 1857 by the infamous Nana Sahib, who, at the approach of General Havelock, first treacherously had the English officers and soldiers murdered, and afterwards their wives and children. On the following day Havelock's victorious army forced the mutineers to retreat, and our British soldiers inflicted a terrible retribution on the sepoys; but Nana Sahib escaped, and his ultimate fate has never been clearly ascertained.

Rail from Calcutta, 749 m., East Indian railway.

T. M. from London, 57*s.*

CAYENNE, a sea-port of French Guiana, cap. of that colony, at the N.W. extremity of the island of same name, at the mouth of the Oyaque; lat 4° 50′ 15″ N., lon. 52° 14′ 45″ W. Pop. 8000. The streets of the town are wide, straight, and clean. There is a handsome church, with some large warehouses, and good private residences. The old town is commanded by a fort, which protects the entrance to the harbour. The latter is shallow, but otherwise good and well adapted for merchant-vessels of moderate size.

For steamers, *see* Table.

CEARA, a port of the maritime prov. of same name, in the N. of Brazil, cap. Fortaleza, between lat. 2° 40′ and 7° 25′ S., lon. 37° 40′ and 41° 30′ W. The surface rises in the form of an amphitheatre from the coast. Cotton, rice, sugar-cane, and caoutchouc are indigenous, as well as medicinal plants. There is magnificent cattle pasturage. Among its minerals are gold, iron, copper, and salt.

Consul:—J. W. Studart, Esq.

Steamers of Messrs. Alfred Booth & Co., 1, India Buildings, Liverpool, leave Liverpool for Ceara on the 27th of each month —fare, 25*l.* 1st cl. Also the steamers of R. Singlehurst & Co., Liverpool (Red Cross line), leave Liverpool for Ceara 12th of each month—fare, 25*l.* 1st cl.

CELEBES, *see* **MACASSAR.**

CEPHALONIA, an island of Greece, S. of Albania, and N.E. of Morea, opposite the Gulf of Lepanto; lat. 38° 22′ N., lon. 20° 36′ E. Pop. 30,000. It is 40 m. long, and from 10 to 20 m. broad. The island is mountainous, but very fertile in olives, currants, and cereals. It was visited by a severe earthquake in 1867, which caused great loss of life, and damage to property, estimated at 2,000,000*l.* sterling. The only valuable buildings which were preserved were the British consulate and the English church. The gross imports during the year 1867 (latest official report) amounted to nearly 330,000*l.*, consisting of cereals, timber, colonial produce, cattle, furniture, &c.; the exports during the same year amounted to more than 200,000*l.*, more than half of which was for currants, which are chiefly exported to England. Of the 26 steamers which traded to Cephalonia, 23 were English.

Consul:—Sir Charles Sebright, K.C., M.G.

For steamers, *see* ARGOSTOLI.

T. M. from London, 10*s.*

CERIGO, the most S. of the seven principal Ionian islands, Mediterranean, 12 m. from St. Angelo, S.E. the entry of the Gulf of Laconia; lat. (N. point) 37° 23′ N., lon. 22° 57′ 15″ E. Pop. 15,000. The safest anchorage is at St. Nicolo, on the E. coast. Exports, olive-oil and honey, both very superior quality. Near St. Nicolo are the ruins of the ancient city Cythera, and of the temple devoted to the worship of Venus.

The steamers of the Austrian Lloyd's leave Trieste for Cerigo Tuesdays, at 4 P.M.; returning Tuesdays, at 8 A.M.

T. M. from London, 9*s.*

CERRO-AZUL, a sea-port of Peru, dep. Lima; lat. 13° S., lon. 78° W. Pop. 1000. It lies S.S.E. from Callao, on the W. coast of S. America, and N. of the Chincha islands.

For steamers, *see* Table.

CETTE, a fortified sea-port town of France, dép. Hérault, 15 m. S.W. Montpelier, on the railway from that place to Narbonne; lat. 40° 24′ N., lon. 3° 42′ E. Pop. 25,000. The harbour is formed by two moles, with a breakwater across the entrance. There are forts on the moles, and on one the lighthouse, with a fixed light, 87 ft. high, and visible for 7 m. About 50,000 tuns of wine and 5000 tuns of brandy are annually exported, principally

to Algeria. A good deal of Spanish wine is imported, for mixing. The imports consist principally of iron-ore, sulphur, tar, grain, and staves, of which latter article about 20,000,000 are annually imported from the Black Sea, the Adriatic, and the U. States. Sardine fishing is extensive here, so are the salt-works.

Consul:—C. L. M. Rettmeyr, Esq.

Steamers run from this port to Marseilles, Philippeville, Bona, Tunis, Mostaganem, and Oran (Compagnie Anonyme de Navigation Mixte, Marseilles, 54, Rue Cannebière).

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Dijon, Lyons, Valence, Avignon, Nimes, and Montpelier.

T. M. from London, 3*s.* 4*d.*

CEYLON, *see* **COLOMBO** and **POINT DE GALLE.**

CHALA, a sea-port of Peru, S. America; lat. 15° 50′ S., lon. 74° 1′ W. Pop. 2000.

For steamers, *see* Table.

CHALONS-SUR-SAONE, a town of France, 34 m. N. Macon, 239 m. S.E. Paris, on the railway from Paris to Lyons. Pop. 20,000. It is favourably situated for a commercial entrepôt, communicating with the Mediterranean by the great line of railway from Paris to Marseilles, as well as by the Rhone and Saone and the canals connected with them; and with the North Sea by the Canal of the Centre.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris (arr. *Chemin de fer du Nord*, dep. *Chemin de fer de Lyon*), Dijon, &c.

Hôtel des Trois Faisans.

T. M. from London, 3*s.* 4*d.*

CHANARAL, a sea-port of Chili, to the N. of Caldera; lat. 26° 18′ S., lon. 70° 44′ W. To the N. lies the small port of TALTAL (*which see*). Large quantities of copper-ore are shipped from this port.

For steamers, *see* Table.

CHARLESTON, one of the principal sea-ports of the United States in the S. of the Union, on a low point of land at the confluence of the Cooper and Ashley rivers, 6 m. from the Atlantic, 118 m. N.E. Savannah, and 590 m. S.S.W. Baltimore; lat. 32° 46′ N., lon. 79° 50′ W. Pop. 50,000. The town has a college, town-hall, exchange, custom-house, two arsenals, and numerous churches. The harbour is large and convenient, but difficult of access on account of sandbanks.

The trade of Charleston languishes. Cotton is no longer

brought from the interior to this port for shipment, but Northern capital conveys much of that great staple by rail to New York. The total value of cotton brought to the shipping ports of the States of North and South Carolina last year only amounted to little more than 4,000,000*l.*, in comparison with nearly 5,500,000*l.* in 1866. On the other hand, domestic merchandise does not reach Charleston direct from abroad, but is reshipped at New York and other Northern ports. The want of capital is severely felt at Charleston, to which have been added ravages by the caterpillar last year, and a decrease in the yield of rice, thus giving the present commercial state of Charleston a gloomy aspect. As a set-off, a beautiful white porcelain, found in abundance near the Savannah river, has been largely exported at 48*s.* per ton; and a vast stratum of rock has been found, containing from 50 to 75 per cent. of phosphate of lime. 5000 tons were exported last year, at about 42*s.* per ton, but arrangements may be made for its delivery alongside ship in Charleston harbour, at 30*s.* per ton, of an average quality of 65 per cent. pure phosphate of lime (*vide* 'Consular Report,' 1869).

Consul:—Henry P. Walker, Esq.

Steamers of Messrs. Leary leave pier No. 14 E. R., New York, for Charleston, Wednesdays and Saturdays, 3 P.M. Steamers leave New Orleans daily for Mobile and Montgomery; thence by rail to Atlanta, Georgia Road, Augusta, and S. Carolina Road, to Charleston. Steamers leave Savannah for Charleston, daily, 6 P.M.

Hotel:—Mill's House.

T. M. from London, 37*s.* 6*d.*

CHATHAM, a port, military depôt, and naval arsenal of England, co. Kent, on the E. b. of the Medway, 16 m. from Sheerness, 25 m. W.N.W. Canterbury, 34¼ m. from London by the London, Chatham, and Dover railway; lat. 51° 23′ N., lon. 0° 35′ E. Pop. 40,000. The dockyard, which has been very much enlarged, is a mile in extent, and contains, besides officers' houses, six building-slips, four wet and one dry stone dock, store-house, mast-house, rope-house, sail-loft, &c. A large establishment is kept up here; and in time of war as many as 3000 workmen are employed. The arsenal and barracks extend more than 2 m. along the Medway.

Member of Parliament:—Arthur J. Otway, Esq. (L.), London residence, 9, Harley Street, w.

Rail from London (Victoria station), 7, 9.15, 10.30, and 11.30 A.M.; 1.15, 2.5, 3.30, 4.20, 4.30, 5.18, 6.25, 7.15, 8.35, 8.43, and 12 P.M. Fare, 6*s.* 1st cl.

CHELMSFORD, a town of England, and county town of co. Essex, 29 m. from London by Gt. Eastern railway. Pop. 7000.

Members of Parliament:—Essex; *South*, R. B. Wingfield Baker, Esq. (L.), London residence, 2, Lowndes Square, s.w.; Andrew Johnston, Esq. (L.), London residence, Woodford, N.E. *East*, James Round, Esq. (C.), London residence, 32, St. James's Place, s.w.; Col. S. B. R. Brise (C.), London residence, 19, Kensington Gardens Ter., w. *West*, Sir H. J. Selwyn-Ibbetson (C.), 14, James Street, Buckingham Gate, s.w.; Lord Eustace G. Cecil (C.), London residence, 32, Eccleston Square, s.w.

Rail from London (Bishopsgate Street), 7.15, 9.15, 11.15, and 11.42 A.M.; 1, 3.10, 4.25, 4.35, 5.30, 6.30, and 8.30 P.M. Fare, 7*s.* 6*d.* 1st cl.

Hotel:—White Hart.

CHELTENHAM, 'The Queen of Watering Places,' a beautiful town of England, co. Gloucester, and a very fashionable place of resort, stands in a fine valley, sheltered by the Cotswold hills, through which runs the little river Chelt, 8 m. E.N.E. Gloucester, and 120 m. by Gt. Western railway from London. Pop. 45,000.

Member of Parliament:—H. B. Samuelson, Esq. (L.), London residence, 55, Grosvenor Place, s.w.

Rail from London (Paddington station), 6, 9.15, 10.10, and 11.45 A.M.; 2, 4.50, 5.10, 6.20, 8.10, and 9 P.M. Fare, 23*s.* 11*d.* 1st cl.

Hotel:—Queen's.

CHEPSTOW, a sea-port of England, Monmouthshire, 18 m. N. Bristol and 141½ m. from London by Gt. Western railway. It is seated on the slope of a hill, on the river Wye, near its confluence with the river Severn. The Wye is here crossed by a substantial bridge. Ship-building is carried on to a considerable extent, large vessels being able to come up to the town. 635 vessels, of 22,218 tons burden, entered and cleared the port last year.

Rail from London (Paddington station), 6, 9.15, 10.10, and 11.45 A.M; 4.50, 8.10, and 9 P.M. Fare, 29*s.* 6*d.* 1st cl.

Hotel:—Beaufort Arms.

T. M. from London, 1*s.* 6*d.*

CHERBOURG, a principal sea-port and fortified town of France, dép. Manche, on its N. shore, nearly opposite the W. extremity of the Isle of Wight, at the bottom of a bay formed by Cape Levi on the E. and Cape La Hague on its extreme W., at the mouth of the Divette, and 185 W.N.W. Paris, at the terminus of the Paris and Cherbourg railway; lat. 49° 38′ N., lon. 1° 37′ W. Pop. 42,000. Vast sums have been spent by the French to make this port a great naval arsenal, and a secure asylum for ships of war. The harbours for merchantmen and ships of war are quite distinct from each other. The

last, which was constructed by the Emperor Napoleon I., is a magnificent work. The commercial port, formed by the mouth of the Divette, consists of an outer harbour and a basin, The roadstead of Cherbourg is defended on all sides by batteries, and protected from northerly winds by a vast artificial *digue*, or breakwater. This great work was commenced by Louis XVI. in 1784, continued by Napoleon I., and completed by Napoleon III. in 1864.

Consul:—Horace Hamond, Esq.

Steamers of the London and S.-Western Railway Company run between Southampton and Cherbourg twice a-week.

The steamers of the Royal Mail Steam-packet Co. (55, Moorgate Street, E C., London), call at Cherbourg to land mails and passengers, on their *homeward* voyage from the W. Indies and Central America.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Rouen, and Caen.

T. M. from London, 3*s*. 4*d*.

CHERCHELL, a port of Algeria, N. Africa, 55 m. W.S.W. Algiers; lat. 36° 35′ N., lon. 2° 16′ E. Pop. 6000. The port is shallow and exposed to N. winds, though protected by a rocky island. The trade, chiefly in grain, is important. Iron, copper, and gypsum are found in the vicinity.

The steamers of the Messageries Impériales leave Algiers for Cherchell, Saturdays, 1 P.M.; returning Thursdays, 8 A.M.

T. M. from London, 10*s*.

CHESTER, a river-port of England, co. Cheshire, on the Dee, on the termini of numerous railways, 178¼ m. distant from London by the London and N.-Western railway, and 213 by the Gt. Western railway, 84½ from Holyhead, 84½ from Birmingham, and 52 from Manchester; lat. 53° 12′ N., lon. 2° 54′ W. Pop. 40,000. Chester Castle is, with the exception of one tower, modern: it serves as a county gaol, barracks, shire-hall, assize-court, and county-court. Chester possesses an iron ship-building yard, tobacco and snuff manufactories, tan yards, smelting works, &c. A considerable number of sailing vessels and steamers belong to the port. During last year 2780 vessels, of 152,987 tons burden, entered and cleared the port.

Members of Parliament:—COUNTY; *East*, William Cunliffe Brooks, Esq. (C.), London residence, 5, Grosvenor Square, W.; W. J. Legh, Esq. (C.), London residence, 38, Belgrave Sq., S.W. *Mid*, Hon. W. Egerton (C.), London residence, 45, Rutland Gate, S.W.; Major G. C. Legh (C.), London residence, 6, St. James's Place, S.W. *West*, Sir P. de M. Egerton (C.), London residence, 28B, Albemarle Street, W.; John Tollemache, Esq. (C.), London

residence, 8, St. James's Sq., S.W. CITY; Earl Grosvenor (L.), London residence, 28, Prince's Gate, W.; H. C. Raikes, Esq. (C.), London residence, 33, Gloucester Place, Paddington, W.

Rail from London (Euston Square), 6.15, 7.15, 9, 9.5, and 11 A.M.; 2.45, 5, 8.25, and 9.15 P.M. Fare, 40*s.* 6*d.* 1st cl.

Hotel:—The Queen.

T. M. from London, 1*s.* 6*d.*

CHICAGO, a town of the U.S., Illinois, at the embouchure of the Chicago river, in the S.W. corner of Lake Michigan, 986 m. from New York, *viâ* Buffalo and Toledo; lat. 42° N., lon. 87° 37′ W. Pop. 150,000. The river divides the town into three portions, the principal seat of business being on the S. side of the main stream. It is indebted for its wonderful development to its situation and the enterprise of its inhabitants. It is the natural entrepôt for the trade between the flourishing state of Illinois and the vast regions watered by the great lakes. The annual exports of grain from this port amount to more than 50,000,000 bushels, and the timber and provision trade is one of great magnitude.

Consul:—J. E. Wilkins, Esq.

Route from New York, by New York and Erie or Hudson River and Central Railways to Buffalo or Niagara Falls; thence by Gt. Western railroad to Detroit; thence by Michigan Central Railway, 963 m.

Hotel:—Tremont House.

T. M. from London, 37*s.* 6*d.*

CHICHESTER, a city, co. of itself, and parliamentary borough of England, co. Sussex, 69 m. from London by the Portsmouth branch of the Brighton and S. Coast railway. Pop. of parliamentary borough, 8500. The city is about 1½ m. E. from the extreme N.E. angle of the bay or arm of the sea called Chichester harbour.

Member of Parliament:—Lord Henry George C. G. Lennox (C.), London residence, 13, Albert Terrace, Knightsbridge, W.

Rail from London (Victoria station), 5.55, 7.40, 9.50, and 12 A.M.; 2, 4, 4.55, and 6.50 P.M. Fare, 13*s.* 9*d.* 1st cl.

Hotel:—The Dolphin.

CHIN-KIANG, a city of China, on the Yang-tze-Kiang river, 48 m. E.N.E. Nanking; lat. 32° 17′ N., lon. 119° 25′ E. Pop. 60,000. This city, which was destroyed in the Taeping rebellion, is fast regaining prosperity. Well-built substantial houses are everywhere springing up, and the trade of the port, which is one of those opened by the Treaty of Tien-tsin, is rapidly increasing. The imports consist principally of opium, oils, sugar, sandal-wood, and foreign piece-goods; the first-

named drug to the amount of 3 millions of taels annually, nearly all from India! The exports are copper cash, cotton, silk, tea, &c., and have an annual value of about 500,000 taels.

Consul:—Frederick E. B. Harvey, Esq.

T. M. from London, *viâ* Kiachta (*which see*), 112*s.* 6*d.*

CHINCHA, or GUANO ISLANDS, a group of three islands off the coast of Peru, about 100 m. S. of Lima; lat. 13° 44′ S., lon. 76° 10′ W.; celebrated for deposits of guano. The group consists principally of three rocky islets, which lie about 12 m. from the coast, and are composed of red granite. The surface is covered with guano to a depth of 100 ft. A temporary settlement has been formed to work it.

For steamers, *see* Table.

CHIO, *see* **SCIO.**

CHIPPENHAM, a town and parliamentary borough of England, co. Wilts, 94 m. W. London by the Gt. Western railway. Pop. of parliamentary borough, 8000. A branch of the Berks and Wilts canal terminates in the town.

Member of Parliament:—Gabriel Goldney, Esq. (C.), London residence, 40, Hill Street, Berkeley Square, W.

Route, by rail, from London (Paddington station), 6, 6.50, 9.15, 10.10, and 11.45 A.M.; 2, 2.35, 4.50, and 8.10 P.M. Fare, 20*s.* 7*d.* 1st cl.

Hotel:—The Angel.

CHRISTCHURCH, a town and parliamentary borough of England, co. Hants, 112 m. S.W. London by London and S.-Western railway. Pop. of parliamentary borough, 10,000. It is situated at the confluence of the Avon and Stour.

Member of Parliament:—Edmund Haviland-Burke, Esq. (L.), London residence, 13, Arlington Street, Piccadilly, S.W.

Rail from London (Waterloo station), 7.30, 8.15, and 11.10 A.M.; 3.10 and 5.10 P.M. Fare, 23*s.* 4*d.* 1st cl.

Hotel:—The King's Arms.

CHRISTIANIA, a sea-port and cap. of Norway, on the Agger, at the extremity of a very deep gulf, 162 m. S.E. Bergen, 242 m. S. by E. Drontheim, and 255 m. W. by N. Stockholm; lat. 59° 54′ N., lon. 10° 45′ E. Pop. 66,000. The principal public buildings are the cathedral and other churches, a military and lunatic hospital, two orphan asylums, new town-hall, exchange, university, and two theatres.

Consul-General:—J. R. Crowe, Esq., C.B. Vice-Consul:—Charles St. John, Esq.

Steamers leave Christiania for:—Bergen, Thursdays, 2 A.M.; Copenhagen, Tuesdays, 7 A.M., and Saturdays, 6 A.M., touching at Gottenburg and intermediate stations; Gottenburg, every

Saturday; Hull, Fridays; returning, Fridays—fare, 80*s.*; Kiel, Tuesdays, touching at Nyeborg and Frederickshaven; London, alternate Thursdays—80*s.* 1st cl. (Messrs. Breslauer & Thomas, 9, Gracechurch Street, London, E.C.; Messrs. Rosenkilde Brothers, Christiansand).

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Cologne, Hanover, Hamburgh, Altona, and Kiel; thence by steamer to Copenhagen; thence by rail to Elsinore, and cross over to Helsingborg, into Sweden; thence by rail to Jonköping and Gottenburg; thence by steamer to Christiania. Or, from Jonköping, by rail, to Ackersund, from whence the line of rail to Christiania is in process of formation.

Letters from England to Norway, *viâ* Denmark, under ½ oz., 8*d.*; 1 oz., 1*s.* 4*d.*; registr. fee, 4*d.*; newspapers, 5*d.* *Viâ* Sweden, ½ oz., 11*d.*; 1 oz., 1*s.* 10*d.*; registr. fee, 4*d.*; newspapers, 2*d.* *Viâ* France, ¼ oz., 1*s.* 2*d.*; ½ oz., 2*s.* 4*d.*; 1 oz., 4*s.* 8*d.*; registr. fee, 1*s.* 2*d.* for ¼ oz.; newspapers, 1*d.* under 4 oz.

Money:—The sovereign = 4½ specie dalers; 1 sp. daler = 4*s.* 5½*d.*; the ½, ⅓, $\frac{1}{10}$, and $\frac{1}{15}$ sp. daler pieces are worth respectively 2*s.* 2¾*d.*, 1*s.* 7⅔*d.*, 5½*d.*, and 3⅔*d.*; the copper coins are 2, 1, and ½ skilling pieces, worth ⅔, ⅓, and ⅔*d.* There are no gold coins, but bank-notes of from ¼ sp. daler to 50, which may be exchanged for silver at the bank at a loss of 10 per cent.

Weights, &c.:—Same as in Denmark.

Hotel:—Victoria.

T. M. from London, 7*s.*

CHRISTOPHER, ST., *see* **ST. KITTS.**

CINCINNATI, a town U. States, cap. of Ohio, on the Ohio, and at the focus of nine lines of railway; lat. 39° 6′ N., lon. 84° 27′ W. Pop. 200,000. The city lies pleasantly situated in a valley nearly surrounded by gently sloping hills, and extends for three miles along the river. The streets are well paved and lit, and the houses well built. City-hall, court-house, observatory, masonic hall, Cincinnati College, and United States Building, are the chief edifices. The suspension bridge across the Ohio is a magnificent structure. Manufactures and trade are important; iron-works, pork-packing factories, and distilleries abound. The total arrival of steamers at the port is nearly 5000, Cincinnati being the largest pork-market in the Union, besides having an extensive trade in iron, cabinet work, and cotton and woollen stuffs.

Route from New York, 862 m., by Erie Canal to Salamanca, and thence by the Atlantic and Gt. Western railway, *viâ* Mansfield.

Hotel:—Burnet House.

T. M. from London, 37*s.* 6*d.*

CIRENCESTER, a town and parliamentary borough of England, co. Gloucester, 95 m. from London by Gt. Western railway. Pop. of parliamentary borough, 7000. It is situated on the river Churn, and a branch of the Thames and Severn canal.

Member of Parliament:—Allen Alexander Bathurst, Esq. (C.), London residence, 3, Grosvenor Crescent, S.W.

Rail from London (Paddington station), 6, 6.50, 9.15, and 11.45 A.M.; 2 and 4.50 P.M. Fare, 20*s.* 6*d.* 1st cl.

Hotel:—The King's Head.

CIVITA VECCHIA, a fortified sea-port town of Central Italy, on the Mediterranean, 38 m. N.W. Rome, of which it is the port; lat. 42° 6′ N., lon. 11° 44′ E. Pop. 30,000. Its imports consist chiefly of cotton, woollen, silk, and linen stuffs, colonial products, &c.; its exports, of timber, corn, cheese, potash, alum, &c. The French have a more important commerce with this port than the English.

Consul:—John Thomas Lowe, Esq.

The steamers of the Messageries Impériales leave Marseilles for Civita Vecchia, Wednesdays, 8 P.M.; returning Saturdays, at noon. Fare, 110 fr. 1st cl.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris (arr. *Chemin de fer du Nord*, dep. *Chemin de fer de Lyon*), Lyons, and St. Michael to Susa.

Hotel:—L'Italia.

T. M. from London, 8*s.* 4*d.*

CLACKMANNAN. For co. members, *see* **KINROSS.**

CLARE. For co. members, *see* **ENNIS.**

CLERMONT, a city of France, 82 m. W. Lyons, and 208 m. S. by E. Paris, on the railway from Bourges to Le Puy; lat. 45° 46′ N., lon. 3° 5′ E. Pop. 35,000. The city is finely situated on an eminence, and surrounded by an amphitheatre of mountains. The cathedral, the corn and linen halls, college, Hôtel Dieu, a library, and a theatre are its principal buildings. Being on the great line of communication between Bordeaux and Lyons, there is considerable trade. There are numerous warm chalybeate springs here.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris (arr. *Chemin de fer du Nord*, dep. *Chemin de fer de Lyon*), and Nevers.

Hôtel de la Paix.

T. M. from London, 3*s.* 4*d.*

CLITHEROE, a town and parliamentary borough of England, co. Lancaster, 188 m. N.W. by N. London, the Midland railway.

Pop. of parliamentary borough, 11,500. A mineral spa near the town is much resorted to.

Member of Parliament:—Ralph Assheton, Esq. (C.), London residence, United University Club, s.w.

Rail from London (St. Pancras station), 7.45 and 10 A.M.; 11.45 and 8.35 P.M. Fare, 39*s.* 1st cl.

Hotel:—The Swan.

T. M. from London, 1*s.* 6*d.*

CLONMEL, a town and parliamentary borough of Ireland, co. Tipperary, 90 m. from Dublin, on the Limerick and Waterford railway. Pop. of parliamentary borough, 12,000. The town is well situated for inland trade, and there is an extensive salmon fishery in the neighbourhood.

Members of Parliament: — Co. TIPPERARY; Captain Hon. Charles White (L.), London residence, 7, Minerva Street, Chester Square, s.w. (*Seat vacant through recent decease of Charles Moore, Esq.*) For CLONMEL; John Bagwell, Esq. (L.), London residence, 56, Eccleston Square, s.w.

Route from London (Euston Square station), *viâ* Holyhead and Kingstown. Through fare, 75*s.* 6*d.* 1st cl.

Hotel:—Glissan's.

T. M. from London, 4*s.*

COBIJA, the only legal sea-port of Bolivia, on the Pacific, on an open roadstead; lat. 22° 34′ S., lon. 70° 17′ 5″ W. Pop. 4000. It stands upon the beach at the foot of a lofty range of hills. The landing-place is bad, owing to the heavy surf, but the harbour affords tolerably good anchorage. The prosperity of Cobija is due to the mines of the district; the quantity of copper shipped here being about 30,000 tons annually.

Consul:—H. Baillie, Esq.

For steamers, *see* Table.

COBLENTZ (the *Confluentes* of the Romans), a town and fortress in Rhine Prussia, on the railway from Cologne to Mayence. Pop. 33,000. The town lies beautifully situated on a point of land at the confluence of the Rhine and Moselle. On the opposite bank of the Rhine is the fortress of EHRENBREITSTEIN, communicating with Coblentz by a bridge of boats nearly 500 ft. in length. The view from the summit of the fortress is splendid.

Steamers ply several times a-day to Bieberich, Mayence, and Mannheim; as also to Bonn, Cologne, Düsseldorf, Emmerich, and Rotterdam.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover,

Calais, Brussels, and Cologne. Through fare from London, 78*s.* 9*d.* 1st cl.

Hotel:—Riesen.

T. M. from London, 6*s.*

COCHIN, a port of Hindostan, next to Bombay the most eligible port on the Malabar coast. It is 150 m. N.W. Cape Cormorin, 80 m. S.S.E. Calicut, and 355 m. S.W. Madras; lat. 9° 51′ N., lon. 76° 17′ E. Pop. 20,000.

Rail from Madras to Beypore, on the Malabar coast, 406¼ m., thence by dâk.

T. M. from London, 57*s.*

COCKERMOUTH, a town and parliamentary borough of England, co. Cumberland, 319 m. from London by London and N.-Western railway. Pop. of parliamentary borough, 8000. It is situated at the confluence of the Derwent and Cocker rivers.

Member of Parliament:—Isaac Fletcher, Esq. (L.), 6, York Street, St. James's, S.W.

Rail from London (Euston Square station), 6.15 and 9 A.M.; 9 P.M. Fare, 56*s.* 9*d.* 1st cl.

Hotel:—The Globe.

T. M. from London, 1*s.* 6*d.*

COCOS, an island of the N. Pacific, about 400 m. W. of the coast of New Granada, in S. America; lat. (Chatham Bay) 5° 32′ 57″ N., lon. 86° 58′ 22″ W. It is about 30 m. in circumference, has an elevated surface, becoming visible at sea at the distance of 60 m., and is abundantly supplied with excellent water. Wild pigs are numerous, and the sea around the shores teems with fish. In Chatham Bay, on the N.E. side of the island, there is good anchorage in 14 fathoms. To the S. of Chatham Bay, on a high neck of land, separating the ocean from an inner passage, is a place called 'Hole in the Wall.' Near it treasure to the amount of three millions sterling is reputed to be hid by the crew of an English pirate, which plundered and destroyed many vessels from 1820 to 1823. Notwithstanding many expeditions to the island for its recovery, nothing has as yet been discovered.

COEPANG, a sea-port in the island of Timor, Malaysia, N.W. of Australia; lat. 10° S., lon. 126° E. The settlement belongs to the Dutch, and lies in the S.W. part of the island. It is a free port, and much frequented by whalers and homeward-bound vessels. The harbour is defended by a fort called Concordia.

For steamers, *see* BRISBANE.

COLCHESTER, a river-port of England, co. Essex, 51¼ m. by Gt. Eastern railway from London; lat. 51° 53′ N., lon. 0° 52′ E.

Pop. 25,000. The town stands on the declivity of a hill, rising from the Colne, which cuts off a small suburb. Its coasting trade is extensive, the imports being chiefly colonial produce and home manufactures. The oyster fishery of the river has long been celebrated. 946 vessels, of 60,017 tons burden, entered and cleared the port last year.

Members of Parliament:—John Gurdon Rebow, Esq. (L.), London residence, 111, Eaton Square, s.w.; Dr. William Brewer (L.), London residence, 21, George Street, Hanover Square, w.

Rail from London (Bishopsgate station), 7.15, 9.15, 10, and 11.42 A.M.; 3.10, 4.25, 5.30, and 8.30 P.M. Fare, 12*s.* 6*d.* 1st cl.

Hotel:—Red Lion.

COLERAINE, a town and parliamentary borough of Ireland, co. Londonderry, 47 m. from Belfast by the Belfast and Portrush railway; is situated on the river Bann. Pop. of parliamentary borough, 6000. Exports: corn, meal, provisions, and fine linens. 663 vessels, of 84,907 tons burden, entered and cleared the port during the year 1868. 8 m. N.E. Coleraine is BUSHMILLS, a little town noted for its extensive whisky distilleries.

Member of Parliament:—Sir Henry Hervey Bruce, Bart. (C.), London residence, 7, Portman Square, w.

Steamers ply hence to Liverpool, Glasgow, and Fleetwood.

Route from London (Euston Square), *viâ* Holyhead and Kingstown.

T. M. from London, 4*s.*

COLLO, a town of Algeria, prov. Constantineh, 68 m. W. Bona, on bay of same name. The harbour is only accessible to vessels of small tonnage. Lat. 36° 57′ N., lon. 6° 28′ E. Pop. 3000.

The steamers of the Messageries Impériales leave Algiers for Collo, Saturdays, at noon; returning Wednesdays, at 11 P.M.

COLOGNE, a city of Prussia, on the left bank of the Rhine, and at the junction of the great lines of railways from Berlin to Paris and from Amsterdam to Frankfort-on-the-Maine; lat. 50° 58′ N., lon. 6° 57′ E. Pop. 125,000. It is one of the most flourishing cities in Prussia, and is connected by a railway bridge, and also by a bridge of boats, with the town of Deutz on the opposite side of the river. It is well built in the form of a crescent, close to the water, and is strongly fortified. The walls have a number of towers, and form a circuit of nearly seven miles, including a space laid out in promenades and gardens. The principal building is the cathedral, began about the year 1248, and not yet finished. The northern tower now equals in height the southern one, and the chapter-house and sacristy are completed, with the exception of the iron roofing,

385,617 thalers 13 sgrs. 6 pf. were spent on the building last year. The manufactures are important; they consist principally of cotton yarn, stuffs, woollen stockings, bonnets, silks, velvets, tobacco, soap, hats, lace, thread, &c.

Consul:—G. F. Crossthwaite, Esq.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M, *viâ* Dover, Calais, and Brussels. Through fare, 71*s.* 11*d.* 1st cl.

Hotel:—Holland.

T. M. from London, 6*s.*

COLOMBO, a sea-port town of Ceylon and its modern capital; lat. 6° 55′ N., lon. 79° 45′ E. Pop. 70,000. The town has a fort, which contains the residences of the governor and most of the British inhabitants; the native Ceylonese reside chiefly in the suburbs. Besides its bay for small vessels, Colombo has an open roadstead, which is, however, only safe during the N.E. monsoon. The town is the depôt for nearly all the foreign trade of the island, being placed in the centre of the cinnamon country. A railway, 79 miles in length, connects Colombo with Candy.

Steamers of the British India Steam Navigation Company leave Bombay for Colombo weekly. For steamers from Southampton, *see* Table.

Letters and newspapers for Ceylon can now be sent, *viâ* the Brindisi route, 1*s.* 4*d.*, not exceeding ½ oz.; newspapers, 3*d.*, not exceeding 4 oz.; must be prepaid, and marked *Viâ* BRINDISI.

Money, &c.:—Accounts are kept in English pounds, shillings, and pence. The currency of Ceylon consists of Government paper at par. There are rupees, 2*s.*; rix-dollars, 1*s.* 6*d.*, and stivers and fanams. 12 of the latter = 1 rix-dollar.

T. M. from London, *viâ* Turkey, 62*s.* for 20 words.

COMAYAGUA, a city of Central America, Honduras, 186 m. E. Guatemala, on the Sirano, flowing to the Pacific Ocean; lat. 14° 28′ N., lon. 87° 39′ W. Pop. 20,000. It has a fine church, college, several convents, &c. The district is famed for a superior breed of cattle.

Consul:—Edward Kirkpatrick, Esq.

For steamers, *see* ACAJUTLA; thence by land conveyance.

COMO, a city of N. Italy, at the S.W. extremity of the Lake of Como, 23 m. N.N.W. Milan, with which it is connected by rail; lat. 45° 48′ N., lon. 9° 9′ E. Pop. 25,000. The depth of the lake varies from 40 to 600 ft.; its broadest part is about 3 m. Its picturesque banks are studded with villas, mansions, and palaces. There is a brisk trade with the Swiss cantons and Germany, *viâ* the lake.

Steamers ply three times a-day from each end of the lake, between Colico and Cadenabbia, touching at intermediate places.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Dijon, Macon, Amberieu, Mont Cenis, Susa, Turin, and Milan.

Hotel :—Corona.

T. M. from London, 7*s.* 6*d.*

COMPIÈGNE, a town in France, dép. Oise, on the river of same name, 52 m. by rail from Paris (four trains daily), on the railway from Paris to St. Quentin; lat. 49° 25′ N., lon. 2° 50′ E. Pop. 15,000. Its royal palace was commenced by Louis XV., and renovated by Napoleon I.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, and Amiens.

Hôtel de France.

T. M. from London, 3*s.* 4*d.*

CONSTANTINOPLE, a city and sea-port of Turkey, and cap. of the Turkish dominions. It occupies a promontory at the junction of the Sea of Marmora with the Bosphorus, being separated from its suburbs by the harbour, called the Golden Horn; lat. 41° N., lon. 28° 59′ E. Pop. 800,000. It is built on seven hills, each of which affords a site to some conspicuous edifice. This amphitheatre of hills, with its innumerable cupolas and minarets, interspersed with cypresses, and its port, has a most imposing effect, to which the interior forms a lamentable contrast. The streets are narrow, crooked, ill-paved, and dirty; the houses are mostly small and low; the palaces, mosques, bagnios, bazaars, khans, &c., make a splendid show from a distance. It is defended on the W. side by walls, and on the outside by a ditch. In the S.W. of the city is the castle of Seven Towers, built about the year 1000; it is the State prison. The Seraglio is about 3 m. in circuit, and surrounded by walls. The mosques have an open space around them, planted with trees, and ornamented by fountains. The chief is that of St. Sophia; it is in the form of a Greek cross, surmounted by a dome. The two other principal mosques are those of Solyman the Magnificent, and Achmet. The largest space in the city is the horse-course or hippodrome, containing some ancient sculpture. All the water for the city comes from Belgrade, a village to the N.E. There are many subterranean cisterns; the chief are contiguous to the hippodrome. The fountains are uniformly square, with a leaden roof, and generally gilded. The public baths are mostly of marble, and their interior spacious and handsome.

Although Constantinople ranks amongst the most populous cities of the world, it is not a manufacturing place, nor is it productive in its immediate vicinity. For many miles around, the soil is poor and ill-cultivated, and it is difficult to discover the sources of livelihood of the large population. What prosperity Constantinople possesses is due to its being the seat of the Supreme Government, and to its being a port of call for the large fleet of merchant vessels coming from the Danube and Azoff with cereals. They ship stores here, and the enormous number of steamers continually passing and repassing induce a large trade in coal. Against less than 200 British which entered the port in 1865, more than 700 entered last year. A large business of Manchester goods is carried on at Constantinople, Greek merchants principally distributing these goods into the interior. The trade of goats'-hair, chiefly from Angora, is getting into British hands. The custom-house and harbour arrangements are very defective; there is such a lack of space at the former that at times hundreds of thousands of pounds' worth of property are tossing about in barges for days before they can be landed, so that goods get spoilt and lost to a lamentable degree. There is a prosperous business carried on, on the Bosphorus, Dardanelles, and Danube, by tug-boats, nearly all of which are constructed in England, and many of them owned and managed by Englishmen. The tonnage of vessels entered and cleared for 1868 was 463,078.

Steamers of the Messageries Impériales leave Marseilles for Constantinople, Saturdays, 5 P.M.; returning Wednesdays, 6 P.M. Fare, 401 fr.

Steamers of the Messageries Impériales leave Smyrna for Constantinople, on the 8th, 18th, and 28th of every month; returning 3rd, 13th, and 23rd.

Steamers of the Austrian Lloyd's leave Trieste for Constantinople, Saturdays, 2 P.M.; returning Saturdays, 10 A.M. Fare, 142 fl.

The Mediterranean steamers of Messrs. Burns & McIver, 1, Rumford Street, Liverpool, leave Liverpool for Constantinople every third week. Fare, 20*l*. 1st cl.

Steamers of Messrs. Bibby & Co. leave Liverpool for Constantinople every third Saturday. Fare, 20*l*.

Steamers of Messrs. Marc Fraissinet, père et fils, 6, Place Royale, Marseilles, leave Marseilles for Constantinople, 1st, 11th, and 21st, 8 A.M. Fare, 300 fr. 1st cl.

Steamers of Messrs. Smith, Sundius, & Co., 17, Gracechurch Street, E.C., leave London (Victoria Docks), bi-monthly, for:—Constantinople (15*l*.), Malta (12*l*.), Odessa (20*l*.), and Smyrna (17*l*.).

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris (arr. *Chemin de fer du Nord*, dep. *Chemin de fer de l'Est*), Vienna, and Trieste; thence by Austrian Lloyd's steamers to Constantinople, every Saturday, 2 P.M.; returning Saturdays, 10 A.M. Fare from Trieste, 142 fl. 1st cl. Or from Paris to Marseilles, whence steamers start every Saturday, 5 P.M., touching at Messina and the Piræus, and returning Wednesdays, 6 P.M. Fare from Paris, 449 fr. 1st cl.; through fare from London, 20*l.* 16*s.* 9*d.*

Letters to Constantinople, *viâ* France and Vienna, under ¼ oz., 8*d.*; ½ oz., 1*s.* 2*d.*; 1 oz., 2*s.* 4*d.*; newspapers, 3*d.*; registr. fee, 4*d.* *Viâ* Marseilles, under ¼ oz., 6*d.*; ½ oz., 1*s.*; 1 oz., 2*s.*; newspapers, 2*d.*; registr. fee, 4*d.* *Viâ* Belgium, under ½ oz., 9*d.*; 1 oz., 1*s.* 6*d.*; newspapers, 2*d.*; registr. fee, 4*d.*

Money:—1*l.* = 112 piastres; 1 piastre (copper) = 40 paras, or 2¼*d.*; 1 para = 3 aspres = $\frac{1}{5\frac{1}{4}}$*d.*; 1 mejidie (gold) = 100 piastres = 18*s.*; 20 piastres (silver) = 3*s.* 6*d.*

Hôtel d'Angleterre.

T. M. from London, 9*s.*

COPENHAGEN (Dan., *Kiobenhavn*, merchants' haven), cap. of Denmark, and one of the finest cities of Northern Europe, lies upon the E. coast of Zetland; lat. 55° 40′ N., lon. 12° 34′ E. Pop. 160,000. The town is well fortified; the ramparts are flanked with bastions, and surrounded by a deep ditch. It is also defended by a strong citadel, and by the 'Three Crowns' battery, at the entrance of the port. Amongst the principal buildings, the castle of Christiansborg, with a fine collection of pictures and royal library, is the most noteworthy. In the centre of the new town, called Amalienborg, in which is the palace of the king, is a bronze equestrian statue of Frederick V., erected by the E. I. Company. The royal palaces of Rosenburg and Charlottenburg, the university, the town-house, the theatres, the exchange, and the barracks, are all structures of great architectural merit. The church of Our Lady (Frue Kirke) is reckoned the finest in the town; the educational, literary, and scientific institutions of Copenhagen reflect infinite credit on the government and the people. 'Thorwaldsen's Museum' contains casts of all the works of that great sculptor.

With the exception of distilleries, of which there are several hundred, the manufactures of Copenhagen are unimportant. The imports consist of tobacco, rice, wines and brandy, coal, cotton and woollen stuffs, colonial produce, flax, hemp, &c.; the exports of grain, hides, and cattle. The entrance to the harbour is narrow, but the water sufficiently deep to admit the largest men-of-war. There are dry docks, and every facility

for the repairing and building of ships, it being the station of the Danish navy.

The customs duties of Copenhagen for the financial year ending March 31, 1869, amounted to 4,733,345 rix-dollars; the quantities of coal and iron, the two most important articles of importation, were 220,000 tons and 10,000 tons respectively. The chief exports were: flour, 54,000,000 lbs.; corn, 73,000 qrs.; rice, 4,400,000 lbs; sugar, 7,000,000 lbs.; wool, 2,365,000 lbs.; coffee, 5,000,000 lbs.; meat and pork, 5,000,000 lbs.; and about 6000 head of cattle. The cattle trade is much depressed by the prohibitory and restrictive measures of the English Government since 1865. In that year more than 10,000 head of horned cattle, nearly 30,000 sheep, and 2000 pigs had been sent to English ports direct from Copenhagen, against 6138 head last year, and 2920 sheep and 37 pigs. The present restrictions of the English Government are disheartening to the Danish farmers, and greatly tend to keep up the high prices of meat in the metropolis. No contagious cattle disease has visited Denmark or Schleswig since 1813. An exhibition of Northern or Scandinavian products, raw and manufactured, is to be held in Copenhagen next year, 1870.

Consul:—A. de Capel Crowe, Esq.

Steamers leave Copenhagen for:—Aarhuus, Mondays and Thursdays, 5 P.M.; Christiania, Wednesdays and Saturdays, at noon, calling at Gottenburg and intermediate stations; Gottenburg, Mondays, Tuesdays, and Fridays, noon; Hull, twice a-week (Messrs. Bailey and Leetham, Hull); Leith, Fridays, calling at Christiansand every alternate voyage—fare, 50*s.*; Lubeck, daily; Malmoe, daily; Nykjoping, Tuesdays and Fridays, 7 A.M., calling at intermediate ports.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Cologne, Hanover, and Hamburgh; thence by rail to Lubeck, and by steamer to Copenhagen. Or by rail to Kiel; thence by steamer to Korsoer; thence by rail to Copenhagen.

Letters to Denmark, *viâ* Belgium, under ½ oz., 4*d.*; 1 oz., 8*d.*; registr. fee, 4*d.*; newspapers, 3*d.* *Viâ* France, under ½ oz., 9*d.*; ½ oz., 1*s.* 6*d.*; 1 oz., 3*s.*; registr. fee, 9*d.* ½ oz.; newspapers, 1*d.*, not exceeding 4 oz.

Money:—1*l.* = 8 dalers 84 skilling to 9 dalers; 1*s.* = 44 skilling; 1 rigsdaler = 2*s.* 2½*d.*; 1 Christian's d'or or Frederick's d'or = 16*s.* 2½*d.* Bronze coins: the skilling piece and ½-skilling piece. Bank-notes: 1 to 100 dalers at par.

Weights, &c.:—1 pund = 1·10 lb. 100 p., 1 centner = 110·23 lbs. 40 c., 1 laest = 4409·32 lbs. 52 c., 1 shiplaest =

5732·12 lbs. The Danish mile = 4½ miles. The foot is slightly longer than the English. All medicines must be sold in and expressed by decimal grammes on the French system since July this year.

Hotel:—Royal.

T. M. from London, 5*s*.

COQUIMBO, or **LA SERENA**, a sea-port town of Chili, in the N. part of the republic, cap. of the prov. of the same name, on the Chuapu, near its mouth, 270 m. N.N.W. Santiago; lat. 29° 55′ S., lon. 71° 25′ W. Pop. 10,000. The town is clean, and the houses are interspersed with numerous gardens. The harbour or bay of Coquimbo is large, well sheltered, and secure at all seasons. There is sufficient depth of water for ships of large burden, 9 fathoms being found 200 yards off shore, and nearly 3 fathoms close in shore. A railway connects Coquimbo with Las Candas and the mines in the interior; and a further extension of the railway to Ovalle is imminent. 35,000 tons of English coal were imported here last year, and 17,000 tons of copper were exported. An Englishman has become possessed of a large mine about 10 m. inland, and has erected extensive machinery for crushing the copper-ore.

The export duty on copper having been reduced, from 1st January, by one-third, namely, to 60 cents for bar copper, 40 cents for regulus, and 20 cents for ore, per quintal of 100 lbs., will give a great impetus to the copper-trade of this port. A lighthouse has been recently erected on Tortoga point at the entrance of the bay.

Consul:—A. Gollan, Esq.

For steamers, *see* Table.

CORDOVA, a famous city of Spain, cap. of Andalusia, on the Guadalquivir, lies 73 m. N.E. Seville and 185 m. S.S.W. Madrid, on the railway from Madrid to Seville and Cadiz; lat. 37° 52′ N., lon. 4° 49′ W. Pop. 50,000. The city occupies a large oblong space of sloping ground, enclosed by walls, but a great part of it is covered with gardens and ruined buildings, and but little remains of its ancient grandeur.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris (arr. *Chemin de fer du Nord*, dep. *Chemin de fer d'Orléans*), Bordeaux, Bayonne, Miranda, Palencia, Madrid, and Aloazar.

Hotel:—Fonda Rizzi.

T. M. from London, 7*s*.

CORFU, city of the island of same name, lies on its E. side; lat. 39° 37′ N., lon. 19° 56′ E. Pop. 70,000. It consists of the town and citadel, both fortified. Corfu contains a cathedral,

several Greek and Roman churches, a university, gymnasium, and has some agreeable promenades. The harbour is safe and commodious, vessels anchoring in from 12 to 17 fathoms water. Corfu is the chief seat of the external trade of the Ionian islands; and olive-oil, wine, and cotton are its chief products.

Consul-General:—S. S. Sanders, Esq., C.M.G. Vice-Consul:—A. Cohen, Esq.

Steamers of the Austrian Lloyd's leave Trieste for Corfu, Tuesdays, at 4 P.M.; returning Thursdays, 8 P.M. The same company's steamers leave Trieste, Saturdays, 2 P.M., and at midnight; returning Tuesdays, at 4 P.M., and Wednesdays, on arrival of Indian mail—fare, 6*l*. The Mediterranean steamers (Messrs. Burns & McIver, 1, Rumford Street, Liverpool) leave Liverpool for Corfu once a-month—fare, 20*l*. 1st cl. Steamers of Messrs. Bibby, Sons, & Co., leave Liverpool for Corfu 4th and 14th—fare, 21*l*.

Hotel:—St. George.

T. M. from London, 10*s*.

CORK, a city and river-port of Ireland, prov. Munster, at the head of the estuary of the Lee; lat. 51° 54′ N., lon. 8° 29′ W. Pop. 80,000. It is 165 m. S.W. from Dublin, by Gt. S. and W. railway, and the third city of Ireland in commercial importance. The city lies 11 m. inland from the entrance of the river into Cork harbour. The principal manufactures are tanning, distilling, brewing, iron foundries, &c., and the trade is extensive, chiefly in grain, provisions, and butter.

Cork imports from Portugal wines and salt; from the Mediterranean, wine and fruit; from the Baltic and America, timber, &c.; and exports chiefly grain, provisions, butter, and live-stock. 3630 vessels, of 839,220 tons burden, entered and cleared the port during the year 1868.

Members of Parliament:—COUNTY; McCarthy Downing, Esq. (L.), London residence, 25, Bloomsbury Square, W.C.; A. H. Smith Barry, Esq. (L.), 26, Chesham Place, S.W. CITY; John Francis Maguire (L.), 21, Bessborough Gardens, S.W.; Nich. D. Murphy (L.), Reform Club, S.W.

Steamers leave Cork for:—Belfast, Saturdays; Bristol, three times a-week—fare, 21*s*.; Cardiff, Wednesdays, 17*s*. 6*d*.; Crosshaven, three times daily, 1*s*. 4*d*.; Glasgow, three times a-week, 17*s*. 6*d*.; Liverpool, thrice weekly, 17*s*. 6*d*.; London, *viâ* Plymouth, Thursdays, 25*s*.: Milford, Wednesdays, 15*s*.; Newport, Mondays, 17*s*. 6*d*.; Waterford, Mondays, 8*s*.

Mail route from London (Euston Square station), *viâ* Holyhead and Kingstown—through fare, 69*s*. 6*d*. 1st cl.

Hotel:—Imperial.

T. M. from London, 4*s*.

CORNWALL. For co. members, *see* **BODMIN.**

CORONEL, a port of Chili, in the South Pacific; lat. 37° S., lon. 72° W. It lies S. of the port of Concepcion.
Vice-Consul:—F. W. Schwager, Esq.
For steamers, *see* Table.

CORRAL, a port of Chili, S. of Valparaiso, S. America; lat. 39° 52′ S., lon. 73° 33′ W.
For steamers, *see* Table.

CORSICA, *see* **AJACCIO** and **BASTIA.**

CORSOER, *see* **KORSOER.**

CORUNNA (French, *Corogne*), a fortified city and sea-port of Spain, in the bays of Betanzos and of Ferrol (Atlantic), 320 m. N.W. Madrid; lat. (Fort St. Antonio), 43° 22′ 5″ N., lon. 9° 22′ 7″ W. Pop. 8000. It stands on the E. side of a small peninsula, and consists of an upper and a lower town, the former having the citadel, and the latter containing the theatre, custom-house, palace of captain-general, arsenal, and barracks.
Consul:—F. Glennie, Esq. Vice-Consul:—Nicolao M. del Rio, Esq.
There is regular steam communication between Havre and this port, *en route* to Cadiz (Spanish Steam Navigation Co., 82, Rue d'Orléans, Havre). The Spanish screw-steamers (R. McAndrew & Co., Bond Court Chambers, Walbrook, London, E.C.) run weekly between London and this port—fare, 160*s.* 1st cl.
Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris (arr. *Chemin de fer du Nord*, dep. *Chemin de fer d'Orléans*), Bordeaux, Bayonne, Miranda, Palencia, and Leone, from whence the railway is in course of construction.
Hotel:—Fonda del Commercio.
T. M. from London, 7*s.*

COSTA RICA, *see* **SAN JOSE.**

COTRONE, an ancient sea-port town of Italy, Naples, on the Ionian Sea, at the mouth of the Esaro, 36 m. E.N.E. from Catanzaro; lat. 39° 8′ N., lon. 17° 7′ E. Pop. 5000.
Consul:—Bernardo Albini, Esq.
Steamers from Genoa touch fortnightly at Cotrone.
T. M. from London, 7*s.* 6*d.*

COURTRAY, a fortified and manufacturing town of W. Flanders, on the river Lys, 17 m. E. Ypres, 25 m. S. Bruges, on the railway from Ghent to Tournay. Pop. 30,000. The spinning of linen thread and the weaving of plain and damask

linens, employ a large portion of the inhabitants. The fine linens of Courtray are known throughout Europe.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, and Lille.

T. M. from London, 2*s.* 6*d.*

COVENTRY, a city of England, co. Warwick, 10 m. N.N.E. Warwick, 18 m. E.S.E. Birmingham, 85 m. N.N.W. London, and 94 m. by London and N.-Western railway. Pop. 45,000. Coventry stands on a gentle declivity on the N.-Western railway, and is watered by the Radford and Sherborne brooks.

Members of Parliament:—Henry W. Eaton, Esq. (C.), London residence, 16, Prince's Gate, W.; Alex. Staveley Hill (C.), London residence, 16, Wilton Street, Grosvenor Place, S.W.

Rail from London (Euston Square station), 6 15, 6.25, 7.30, 7.40, 9, 9.5, and 10 A.M.; 12, 2.45, 3.50, 5, 6, 9.15 P.M. Fare, 16*s.* 6*d.* 1st cl.

Hotel:—Craven Arms.

COWES, a sea-port and watering-place, England, co. Hants, on the N. side of the Isle of Wight, and at the mouth of the Medina; lat. 50° 46′ N., lon. 1° 18′ W. Pop. 6000. It lies 80 m. from London by London and S.-Western railway and 12 m. W. Portsmouth. The harbour is finely sheltered, perfectly safe, and the roadstead affords excellent and secure anchorage. On these accounts they are generally crowded with vessels of all sizes and different nations, both homeward and outward bound. 976 vessels, of 55,918 tons burden, entered and cleared the port during the year 1868. Cowes is the rendezvous of the Royal Yacht Squadron, and is much resorted to as a bathing-place.

Rail from London (Waterloo station) to Southampton, 7.30, 8.15, and 11.10 A.M.; 1 and 3.10 P.M. Fare, 18*s.* 1st cl. Thence by steamer.

Hotels:—The Fountain and Gloster.

CREMONA, a city of N. Italy, on the l. b. of the Po, 46 m. S.E. Milan and 26 m. N.W. Parma, on a branch of the railway from Milan to Venice; lat. 45° 8′ N., lon. 10° 1′ E. Pop. 30,000. The town is well laid out, but is decaying. Among its many churches the 'Duomo' deserves a visit. The manufacture of silk and cotton fabrics is considerable, and there is a brisk trade in corn, flax, silk, oil, &c. It was formerly highly celebrated for its violins made by Amati and Straduarius.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Dijon, and by Mont Cenis railway to Turin.

Hotel:—L'Italia.

T. M. from London, 7*s.* 6*d.*

CRETE, *see* **CANDIA.**

CRICKLADE, a town and parliamentary borough of England, co. Wilts, 101½ m. from London by Gt. Western railway; is situated at the junction of the Churn and Key with the Isis. Pop. of parliamentary borough, 38,000.

Members of Parliament:—Sir Daniel Gooch, Bart. (C.), London residence, Fulthorpe House, Warwick Road, Maida Hill, w.; and Hon. Frederick William Cadogan (L.), London residence, 2, Granville Place, Portman Square, w.

Rail from London to Chippenham (Paddington station), 6, 6.50, 9.15, 10.10, and 11.45 A.M.; 2, 2.35, 4.50, and 8.10 P.M. Fare, 20*s.* 7*d.* 1st cl.

Hotel:—The White Hart.

T. M. from London, 1*s.* 6*d.*

CRONSTADT, *see* **ST. PETERSBURGH.**

CROYDON, a town in England, co. Surrey, 10 m. S. of London by S.-Eastern and by London, Brighton, and South Coast railways. Pop. 25,000. The town is well paved and drained. Many London merchants have villas here, owing to the great facilities of communication with the metropolis.

Rail from London (Charing Cross), 6, 8.22, 9.43, 11.5, and 11.42 A.M.; 1.5, 2.18, 2.25, 3.15, 5.15, 6.3, 7.25, 8.50, and 12 P.M. Fare, 2*s.* 1st cl.

Hotel:—The Greyhound.

CUBA, *see* **HAVANNAH.**

CULEBRAS, a port on the coast of Peru; lat. 10° 36′ S., lon. 85° 34′ W. It lies about 100 m. N. Callao.

For steamers, *see* Table.

CUMBERLAND. For co. members, *see* **CARLISLE.**

CUPAR, a borough of Scotland, co. Fife, 10 m. W. St. Andrew's. Pop. 6000. Cupar has long had a flourishing joint-stock academy, with numerous other schools.

Member of Parliament:—Co. FIFE; Sir R. Anstruther, Bart. (L.), London residence, 46, Onslow Square, s.w.

Rail from London (King's Cross station) to Edinburgh, 10 and 11 A.M.; 8, 8.40, and 9 P.M.; thence to Cupar. Through fare, 76*s.* 6*d.* 1st cl.

Hotel:—The Royal.

T. M. from London, 2*s.*

CURAÇOA, an island in the Caribbean Sea, belonging to Holland, off the coast of Venezuela, between lat. 12° and 12° 13′ N., and lon. 68° 44′ and 69° 13′ W. Pop. about 20,000.

It has several harbours, the chief of which is that of Sta. Anna, in the S.W., where its principal town is built. WILHELMSTADT, the cap. and seat of government, is one of the neatest cities in the W. Indies; its public buildings are magnificent, the private houses commodious, and the clean streets remind the traveller of Dutch towns. The port of Curaçoa, St. Burhaven, has a narrow entrance, but is large and safe. Sugar, indigo, tobacco, and maize are raised. The staple of the island is salt, obtained by natural evaporation, and of the finest quality. About 250,000 barrels are annually exported.

Consul:—D. A. Jesurun, Esq.

For steamers from Europe, *see* Table. A steamer leaves St. Thomas for Curaçoa on the arrival of the Royal Mail steam-packet from Southampton.

CUXHAVEN, a sea-port of N. Germany, at the mouth of the Elbe, 55 m. W.N.W. Hamburgh; lat. 53° 52′ N., lon. 8° 43′ E. Steamers bound for Hamburgh here take on board the river pilot.

Consul:—G. von der Meden, Esq.

T. M. from London, 6*s*.

CYPRUS, an island of Asiatic Turkey, in the Mediterranean; lat. 35° N., lon. 33° E. Pop. 200,000. It is mountainous, and without rivers, being watered only by a few hill-torrents. Its principal port is LARNIA, through which it has communication with the Continent. Its principal exports are wheat and barley. Of the former 46,000 quarters were exported last year, and 85,000 of the latter, having a respective value of 80,000*l*. and 90,000*l*. The export of wine realized 17,000*l*. during 1868, cotton 27,500*l*., salt 29,000*l*., carobs (locust beans) 34,000*l*., and madder 7500*l*. (the latter mostly to England); total exports, 1868, 346,420*l*. The imports of cotton manufactures for the same year amounted to 70,000*l*., of woollens to 10,000*l*., of soap to 11,000*l*., sugar 10,000*l*., &c.; the whole imports for 1868 realizing 169,700*l*.

The steamers of the Austrian Lloyd's leave Constantinople for Cyprus, Thursdays, 4 P.M.; returning Wednesdays, 7 P.M. Fare, 10*l*. 14*s*. 1st cl.

DACCA, a large city in Bengal, Hindostan, about 120 m. from the mouth of the Ganges, 110 m. N.E. Calcutta by the Eastern Bengal railway; lat. 23° 50′ N., lon. 90° 32′ E. Pop. 75,000. The city covers a large area, and contains numerous mosques and temples of Mussulmen and Hindoos, as well as English and Armenian churches, cemeteries, &c. The place is unhealthy, on account of its low site, and has long been abandoned as a military station. Many respectable Greek, Armenian, and Portuguese merchants reside here.

Route from Calcutta:—The Eastern Bengal railway runs daily to Kooshtee, 113 m.; a steamer leaves Kooshtee for Dacca every Sunday morning, and returns from Dacca Wednesday afternoon. A steamer leaves Dacca every fortnight for Chuttack and Cachar. Steamers also leave Kooshtee for Assam and the stations on the Brahmapootra on 1st and 15th of every month, returning from Debrocghur 10th and 25th.

T. M. from London, 57*s*.

DAKAR, a port on the W. coast of Africa, E. of Cape Verd; lat. 14° 39′ N., lon. 17° 24′ W. It belongs to the French possessions on the Senegal.

For steamers, *see* Table.

DAMASCUS, a very ancient and large city in Syria, Asiatic Turkey, 112 m. S. Antioch and 112 m. N. Jerusalem; lat. 33° 32′ N., lon. 36° 20′ E. Pop. 150,000. It lies beautifully situated in a very fertile plain, at the foot of the Anti-Lebanon, and is watered by the Barada, which traverses the town in several small streamlets, supplies the houses, fountains, and streets with water, and irrigates the whole of the vicinity of Damascus, which abounds with orchards of the finest fruit, including figs, pomegranates, and citrons. The city is surrounded by a wall. Principal buildings: the Grand Mosque, called Zékie, originally a Christian church, the Great Khan, Greek cathedral, many mosques, cafés, &c. The bazaars are very superior and extensive, and crowded with a motley multitude of different nations. In 1860 the Druses massacred nearly 5000 Christians here, and about 20,000 fled to Beyrout. The French, who took possession of Damascus in consequence, have built a fine road to Beyrout, which greatly contributes to the development of the trade of Damascus between Egypt and Syria. Damascus has manufactures of linen, coarse woollen cloths, jewellery, saddlery, &c.

Consul:—Capt. Richard Francis Burton.

For route from London, *see* BEYROUT. Thence, three days' journey by horse.

Hotel :—Demetri's.

T. M. from London to Jaffa, 16*s.* 6*d.*; thence postage, 2*s.*

DAMIETTA, a sea-port and ancient town of Africa, in Egypt, seated 8 m. from the mouth of the river Nile, 100 m. from Cairo, 125 m. N.E. Alexandria, and 78 m. E. Rosetta; lat. 31° 25′ N., lon. 31° 47′ E. Pop. 40,000. It is one of the most opulent places in Egypt, with a good harbour, and an archbishop's see. It has many mosques, and some fine baths From the lake Mensaleh in the neighbourhood large quantities of fish are taken, in which and in rice a considerable trade is carried on.

Consul :—Michael Surur, Esq.

Letters to Damietta, *viâ* Belgium, under ½ oz., 1*s.* 2*d.*; 1 oz., 2*s.* 4*d.*; registr. fee, 4*d.*; *viâ* France and Austria, under ¼ oz., 1*s.* 2*d.*; ½ oz., 2*s.* 4*d.*; newspapers, 3*d.*; registr. fee, 9*d.*

T. M. from London, 25*s.*

DANTZIC, a sea-port and one of the largest and strongest towns of Prussia, on the Baltic, about 2 m. from the mouth of the Vistula, 30 m. S. Marienburg, and 160 m. N.W. Warsaw, on a branch line of the Baltic railway from Berlin to Bromberg and Königsberg; lat. 54°40′ N., lon. 19° 30′ E. Pop. 100,000. The houses of Dantzic, as well as the numerous grain-stores, are very high, often consisting of six or seven stories. The Langengasse is a very fine old street. There are numerous churches, a cathedral, nunneries, museum, gymnasium, observatory, town-hall, and many breweries and distilleries. The harbour is good, but only admits vessels drawing 8 or 9 ft. water; large ships have to anchor at Neufahrwasser, at the mouth of the river.

The principal trade of this port is timber and grain, on the export of which the town relies for its prosperity. Of timber, from 100,000*l.* to 150,000*l.* are annually exported,—railway sleepers to France and Belgium forming an important item under this heading. Of grain, from 500,000 to 1,000,000 quarters are annually sent from this port, mostly to England. The spruce beer of Dantzic is a speciality; it is made of a decoction of the leaves and small branches of these trees, properly sweetened. It is exported exclusively to London. About 30,000 barrels were exported last year, at 7*s.* 6*d.* per barrel, free on board. Of imports, coal and herrings are the most important items: more than 150,000 tons of the former are annually sent here from North British ports. Of salt, Liverpool sends about 10,000 tons annually. Of herrings,

Scotland sends about 50,000 barrels annually to this port, and Norway about 20,000. The total exports of Dantzic amount to about 3,000,000*l.* annually; the imports to about one-third that sum.

Consul:—William Arthur White, Esq.

Steamers of Messrs. Brownlow, Lumsden, & Co., Hull, leave Hull for Dantzic every twenty days.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Aix-la-Chapelle, Cologne, Düsseldorf, Hanover, Magdeburg, Berlin, and Bromberg. Through fare from London, 182*s.* Or, *viâ* Ostend, 178*s.* 5*d.*

Hotel:—Englischer Hof.

T. M. from London, 6*s.*

DARDANELLES, two ancient castles of Turkey, one called Sestos, in Roumania, and the other Abydos, in Natolia, at either side of the channel which connects the Sea of Marmora with the Grecian Archipelago, and separates Europe from Asia; lat. 40° 25′ N., lon. 26° 26′ E. The shores of the channel, which bear the same name, are strongly fortified.

Consul:—William H. Wrench, Esq.

The steamers of the Austrian Lloyd's leave Constantinople for the Dardanelles, Thursdays and Saturdays, 4 P.M.; returning Tuesdays, 10 and 11 A.M., and Wednesdays, 6 A.M. Fare, 36*s.* 6*d.* 1st cl. The steamers of the Messageries Impériales leave Constantinople for the Dardanelles, 3rd, 13th, and 23rd, 4 P.M.; returning 9th, 19th, and 29th, 9 A.M. Also Fridays, 4 P.M.; returning Wednesdays, 5 P.M. The same company's steamers leave Marseilles for the Dardanelles, Saturdays, 5 P.M.; returning Thursdays, 8 P.M. Fare, 14*l.* 13*s.* Through fare from London, 19*l.* 12*s.* 9*d.* Steamers of Marc Fraissinet, père et fils, leave Marseilles for the Dardanelles, 1st, 11th, and 24th, 8 A.M. Fare, 300 fr. 1st cl.

DAR-EL-BEIDA, or **CASA-BLANCA**, a sea-port of Morocco, kingdom of Fez, near cape of the same name, on the Atlantic Ocean; lat. 33° 39′ N., lon. 1° 48′ W. Pop. 2000. The imports consist of calico, cloth, sugar, iron, and sundries, and amount to about 70,000*l.* annually. The exports are chiefly wool, hides, and maize, at an annual value of more than 100,000*l.* About 100 vessels enter the port every year, mostly steamers.

Consul:—H. L. Dupuis, Esq.

Occasional steam communication *viâ* Marseilles and Mogadore (Morocco Steam Navigation Co., 62, Rue Montgrand, Marseilles).

DARLINGTON, a town and parliamentary borough of England, co. Durham, 19 m. from Durham and 236 m. from London

by Gt. Northern railway, *viâ* York; lat. 54° 31′ N., lon. 1° 32′ W. Pop. of parliamentary borough, 16,000. The town is seated on the river Skerne, and has a town-hall, market, mechanics' institute, several churches, and manufactures in iron and woollens.

Member of Parliament:—Edmund Backhouse, Esq. (L.), London residence, 84, Eaton Place, S.W.

Rail from London (King's Cross station), 7.40, 9, and 12 A.M.; 5.25 and 9.15 P.M. Fare, 45*s.* 1*d.* 1st cl.

Hotel:—The King's Head Inn.

T. M. from London, 2*s.*

DARMSTADT, a town of W. Germany, cap. of Grand Duchy of same name, 30 m. N.W. Heidelberg and 8 m. by rail from Frankfort; lat. 49° 53′ N., lon. 8° 35′ E. Pop. 30,000. The town consists of the old and the new town, the latter of which is handsomely built, and contains the ducal palace, opera house, casino, college, military hospital, orphan asylum, several churches, and a fine square, the 'Louisenplatz.' The manufactures and trade are unimportant.

Consul:—Theodore Kuchen, Esq.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Aix-la-Chapelle, Cologne, and Frankfort.

Hotel:—Darmstadter Hof.

T. M. from London, 6*s.*

DARTMOUTH, a sea-port in England, co. Devon, 30 m. W.S.W. Exeter and 230 m. W.S.W. London by Gt. Western railway; lat. 50° 21′ N., lon. 3° 33′ W. Pop. 5000. It is seated on the declivity of a hill, on the river Dart, near its fall into the sea, and has a spacious harbour for vessels of the largest size. The exports consist chiefly of woollen goods and cider. During last year 1132 vessels, of 79,278 tons burden, entered and cleared the port.

Steamers leave Dartmouth for Totnes every week-day. Fare, 1*s.* 3*d.* 1st cl.

Rail from London (Paddington station), 6, 9.15, 10.10, and 11.45 A.M.; 4.50 P.M. Fare, 48*s.* 5*d.* 1st cl.

Hotel:—The Castle.

T. M. from London, 1*s.* 6*d.*

DEAL, a sea-port of England, co. Kent, 7 m. S. by E. Sandwich and 90½ m. from London by S.-Eastern railway; lat. 51° 13′ N., lon. 1° 24′ E. Pop. 8000. The town is situated on the E. coast of Kent, near the sea, opposite the Goodwin Sands. The port is defended by two castles, Walmer Castle to the S., and Sandown Castle to the N. The inhabitants are mostly pilots, boat-

men, and fishermen, dependent on the resort of shipping to its roadstead, the Downs. The latter is a spacious anchorage, bounded seaward by the Goodwin Sands. Deal is supposed to be the spot where Cæsar effected a landing on invading Great Britain. 306 vessels, of 21,093 tons burden, entered and cleared the port during the year 1868.

Rail from London (Charing Cross), 6.25, 7.40, and 9.23 A.M.; 12.15, 12.38, 3.5, 4.48, and 6.35 P.M. Fare, 16*s.* 10*d.* 1st cl.

Hotel:—The Royal.

DELHI, a celebrated city of Hindostan, on the Jumna, in the Bengal presidency, 350 m. N.W. Allahabad, 100 m. N. Agra, and 1019 m. N.W. Calcutta, by the East Indian railway; lat. 28° 40′ N., lon. 77° 16′ E. Pop. 250,000. It was at one time the largest city of India, covering a space of 20 sq. m. The present city is surrounded by a wall. The palace of the former kings of Delhi still exhibits magnificent apartments. The Jumma Musjeed, the largest and handsomest mosque in India, is a noble structure of red freestone, with high minarets and gilt domes. The bazaars of Delhi are amongst the best in India, and contain many well-stocked shops. Sweetmeats, preserved fruits, &c., are prepared here in immense quantities, besides which there are manufactures in metals, especially gold; the Delhi jewellery being famous all over India.

The traveller starting from Calcutta at 7 A.M. is in Delhi at 10 A.M. the second day after (51 hours), the journey now taking not many more hours than it formerly took days. On the 1st August this year the Punjaub and Delhi railway ran their trains into Delhi for the first time.

T. M. from London, 57*s.*

DELLYS, a port of Algeria, N. Africa, on the Mediterranean, 43 m. E. by N. Algiers; lat. 36° 58′ N., lon. 3° 58′ E. Pop. 2800. Its harbour is indifferent, large quantities of oil and grain are shipped at it. Dellys has been occupied by the French since 1844.

The steamers of the Messageries Impériales leave Algiers for Dellys, Saturdays, at noon; returning, Fridays, at 10 A.M.

T. M. from London, 8*s.*

DEMERARA, or **GEORGE TOWN,** the cap. of British Guiana, on the r. b. of the Demerara, near its mouth, here almost 1 m. across; lat. 6° 49′ 20″ N., lon. 58° 11′ W. Pop. 30,000. Streets wide, and traversed by canals. Principal buildings: the government offices, churches and chapels, a Roman Catholic cathedral, barracks, banks, theatres, &c. The harbour, on account of its bar, admits only vessels drawing 8 ft.

water. Exports: rum, sugar, and coffee. About 1 m. distant, at the river mouth, is FORT WILLIAM, and near it is a light-house.

For steamers, *see* Table.

DENBIGH, a town of N. Wales, co. Denbigh, 27 m. W. Chester and 180 m. N.W. London by London and N.-Western railway; lat. 53° 11′ N., lon. 3° 26′ W. Pop. of parliamentary borough, 5000. The town is situated on the slopes of a rocky hill on a branch of the river Clwyd, and has a town-hall, assembly-rooms, literary society, market-house, &c. The prospect from the castle is extensive and magnificent.

Members of Parliament:—COUNTY; Sir W. W. Wynn, Bart. (C.), London residence, 18, St. James's Square, S.W.; G. O. Morgan, Esq. (L.), London residence, 20, Bolton Street, W. CITY; Watkin Williams, Esq. (L.), London residence, 97, St. George's Road, S.W.

Rail from London (Euston Square station), *viâ* Chester (*which see*), to Rhyl junction, thence by local line. Fare, 36*s.* 6*d.* 1st cl.

Hotel:—The Bull Inn.

T. M. from London, 1*s.* 6*d.*

DERBY, a town of England, Derbyshire, on the Derwent, in a fine valley, 36 m. N. Coventry, 16 m. W. Nottingham, and 127 m. N.W. London by Midland railway; lat. 52° 55′ N., lon. 1° 28′ W. Pop. 50,000. The town is well built and paved, and has a handsome stone bridge over the Derwent, which intersects the town. Amongst the principal buildings are the county-hall, town-hall, assembly-rooms, museum, corn-exchange, hospital, &c. Being situated in the vicinity of extensive coal-fields, Derby has every facility for its manufactures of cotton, wool, and silk, as well as of iron, tin, marble ornaments, &c.

Members of Parliament:—COUNTY; *North*, Lord G. H. Cavendish (L.), London residence, 3, Upper Eccleston Street, S.W.; Aug. P. Arkwright, Esq. (C.), London residence, 15, King Street, St. James's, S.W. *South*, Rowland Smith, Esq. (C.), London residence, 29, Chester Street, S.W.; Col. Henry Wilmot (C.), London residence, 8, William Street, Lowndes Square, S.W. *East*, Capt. Hon. F. Egerton (L.), London residence, 78, Piccadilly, W.; Hon. H. Strutt (L.), London residence, 88, Eaton Square, S.W. CITY; Michael Thomas Bass, Esq. (L.), London residence, 101, Eaton Square, S.W.; Samuel Plimsoli, Esq. (L.), London residence, 9, Harrington Square, N.W.

Rail from London (St. Pancras station), 6.15, 7.45, 9, 10, and 11.45 A.M.; 3, 3.40, 4.40, 5.30, and 8.35 P.M. Fare, 23*s.* 6*d.* 1st cl

Hotel:—The Royal.

T. M. from London, 1*s.* 6*d.*

DETROIT, a city of the U. States, cap. Michigan, on the W. side of the channel uniting lakes Erie, St. Clair, and Huron, 18 m. from lake Erie; lat. 42° 22′ N., lon. 83° 12′ W. Pop. 50,000. It derives its name from the strait (Detroit), which is here about ½ m. wide, and in which are several little islands. It is well laid out, lighted with gas, and has wide and well-paved streets, amongst which Congress Street and Jefferson and Woodward avenues are the principal ones. Amongst the squares, the Campus Martius and Grand Circus are prominent. Noteworthy buildings: the old state-house, city-hall, custom-house, and many churches and literary and scientific institutions. The city is the great commercial mart and emporium for the State, and the centre of a vast network of railways. Detroit has extensive manufactories of machinery, stoves, ploughs, &c. The harbour is one of the finest in the U. States. Its principal exports and imports are lumber, wool, staves, flour, corn, cattle, pork, &c.

Route from New York, by the Hudson River railway, to Albany; thence by the Central railway to Buffalo or Niagara Falls, or to Buffalo and Niagara by the New York and Erie railway; from Buffalo or Niagara the Gt. Western railway, to Windsor, opposite Detroit. Total distance from New York, 673 m.

Hotel:—The Russell House.

T. M. from London, 37*s.* 6*d.*

DEVIZES, a town and parliamentary borough of England, co. Wilts, 24 m. N.W. Salisbury and 86 m. from London by Gt. Western railway; lat. 51° 22′ N., lon. 1° 58′ W. Pop. of parliamentary borough, 7000. Among the public buildings are the corn-exchange, the county lunatic asylum, and two ancient churches.

Member of Parliament:—Sir Thomas Bateson, Bart. (C.), London residence, 12, Grosvenor Place, s.w.

Rail from London (Paddington station), 6.50 and 10.10 A.M.; 3.30, 5.10, and 6.20 P.M. Fare, 18*s.* 7*d.* 1st cl.

Hotel:—The Bear.

T. M. from London, 1*s.* 6*d.*

DEVONPORT, a sea-port of England, co. Devon, 248¼ m. from London by Gt. Western railway; lat. 50° 24′ N., lon. 4° 12′ W. Pop. 70,000. The borough adjoins Plymouth (*which see*).

For members of county of Devon, *see* EXETER.

Members of Parliament:—John D. Lewis, Esq. (L.), London residence, 13, Prince's Terrace, s.w.; Montagu Chambers, Esq. (L.), London residence, 3, Child's Place, Temple, E.C.

Rail from London (Paddington station) to Plymouth, which *see* for trains. Fare, 53*s.* 4*d.* 1st cl.

Hotel:—The Royal.

T. M. from London, 1*s.* 6*d.*

DEWSBURY, a city of England, in the W. Riding of co. York, on the Calder, 10 m. S.S.W. Leeds and 216¾ m. from London by London and N.-Western railway; lat. 53° 42′ N., lon. 1° 37′ W. Pop. 20,000. Principal buildings: mechanics' institute, bank, market-hall, &c. Dewsbury has some woollen manufactures and collieries in the vicinity.

Member of Parliament:—Serjeant John Simon (L.), London residence, 17, Oakley Square, N.W.

Rail from London (Euston Square), 6.15, 7.30, 7.40, 9, 10, 11, and 12 A.M.; 2.45 P.M. Fare, 33*s.* 1st cl.

Hotel:—The Royal.

T. M. from London, 1*s.* 6*d.*

DIEPPE, a sea-port and watering-place of France, dép. Lower Seine, at the mouth of the Arques, on the British Channel, 30 m. N. Rouen and 125 m. N.W. Paris, on a branch line of the railway from Paris to Le Havre; lat. of lighthouse, 49° 55′ N., lon. 1° 5′ E. Pop. 20,000. The town is well built, and consists of two parts, the suburb, 'Le Pollet,' being separated from the town by the port. Dieppe is protected by an old castle and by some batteries. From the steeple of St. Jacques the English coast may be seen. About 12,000,000 oysters are sent annually to the Paris market, besides mackerel and herrings.

Consul:—C. E. Parker Rhodes, Esq.

Steamers ply every week-day (tidal service) between Newhaven and Dieppe; through fare from London, by London, Brighton, and S. Coast railway, 30*s.* 1st cl.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Boulogne, Abbeville, and Amiens.

Hotel:—Grand Hôtel des Bains.

T. M. from London, 3*s.* 4*d.*

DIJON, an ancient and handsome town of France, dép. Côte d'Or, between the Ouche and the Suzon, 48 m. N.E. Autun, 100 m. N. Lyons, on the *Chemin de fer de Lyon* from Paris to Lyons; lat. 47° 14′ N., lon. 5° 5′ E. Pop. 40,000. The streets are broad and well paved. Chief public buildings: the university, an ancient palace, with museum, castle, which formerly served as State prison, town-hall, cathedral, court-house, &c., and some fine old churches. Dijon has some delightful promenades, and manufactures of cottons, woollens, and silks.

Route from London, by rail (fixed mail services), from Charing

Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris (arr. *Chemin de fer du Nord*, dep. *Chemin de fer de Lyon*), Montereau, and Tonnerre.

Hôtel de la Cloche.

T. M. from London, 3*s.* 4*d.*

DINGWALL, a borough in Scotland and cap. of co. Ross, at the head of Cromarty Firth, 11 m. W. Cromarty and 614 m. from London by Gt. Northern railway. Pop. 2500. It has wharves for vessels drawing less than 10 ft. water, but little trade. The borough joins with Tain, Dornoch, Wick, and Kirkwall in sending one member to the House of Commons.

Member of Parliament:—Co. Ross; Alex. Matheson, Esq. (L), London residence, 38, South Street, W.

Rail from London (King's Cross station), *viâ* Inverness, 10 A.M. and 9.15 P.M. Fare 90*s.* 1st cl. Thence by local line (18 m.).

Hotel:—

T. M. from London, 2*s.*

DJEDDA, or **JEDDA**, a sea-port of Arabia, and the port of Mecca, from which it lies 34 m. W.S.W., is one of the chief entrepôts for the commerce between Egypt and India; lat. 21° 33′ N., lon. 39° 7′ E. Pop. 10,000. The principal public buildings are the residence of the governor, the custom-house, and numerous khans. Corn, rice, butter, sugar, tobacco, oil, clothing, &c., are imported in very large quantities from Egypt, Persia, and India. The imported articles are conveyed by ships to Suez, whence they find their way to the Mediterranean ports, or by caravans to Mecca and Medina, from which cities they are again dispersed to Syria, Asia Minor, and Turkey.

The steamers of the Medjidieh Company, from Suez, touch at this port.

T. M. from London, 15*s.* 6*d.*

DJIDJELLI, a port of Algeria, on the Mediterranean; lat. 36° 46′ N., lon. 5° 41′ E. This place was almost entirely destroyed by earthquake in 1856. It has been in the possession of the French since 1829. It has a small port.

The steamers of the Messageries Impériales leave Algiers for Djidjelli Saturdays at noon; returning Thursdays, at 8 A.M.

DOLGELLY, a town of N. Wales, co. Merioneth, 46 m. W. Shrewsbury, 31 m. N.W. Montgomery, and 223 m. N.W. London by Gt. Western railway; lat. 52° 44′ N., lon. 3° 53′ W. Pop. 3000. It is seated on the Avon, and has some cotton manufactures.

Member of Parliament:—Co. MERIONETH; David Williams, Esq. (L.), London residence, 39, Jermyn Street, S.W.

Rail from London (Paddington station), 8 and 10 A.M.; and 12.30 P.M. Fare, 40*s.* 6*d.* 1st cl.

Hotel:—The Golden Lion.

T. M. from London, 1*s.* 6*d.*

DOMINGO, ST., *see* **ST. DOMINGO.**

DOMINICA, a British W. India island, Windward group; lat. of ROSEAU harbour, 15° 18′ N., lon. 61° 24′ W. Pop. 26,000. It is of volcanic origin, and hot and sulphureous springs abound. Products: coffee, sugar, maize, cotton, cocoa, tobacco, timber trees, and cabinet wood.

For steamers, *see* Table.

DONEGAL, a sea-port of Ireland, co. of same name, at the mouth of the Esk, in Donegal Bay, 10 m. N.N.E. Ballyshannon, and 110 m. S.W. Dublin; lat. 54° 30′ N., lon. 8° 10′ W. Pop. 6000. Principal buildings: a church, market-place, bridewell, workhouse, &c. It has a small harbour, and there are some exports of corn and butter.

Members of Parliament:—Co. DONEGAL; Thomas Conolly, Esq. (C.), London residence, Langham Hotel, S.W.; Marquis of Hamilton (C.), London residence, 53, Green Street, Park Lane, W.

Route from London (Euston Square station), *viâ* Holyhead and Kingstown.

T. M. from London, 4*s.*

DORCHESTER, a town and parliamentary borough of England, co. Dorset, on the Frome, 53 m. E. Exeter, and 140¼ m. from London by the London and S.-Western railway; lat. 50° 43′ N., lon. 2° 27′ W. Pop. of parliamentary borough, 7000. The whole neighbourhood abounds in Roman antiquities. It has a town-hall, market-house, theatre, county-gaol, some fine churches, and several good ale breweries.

Members of Parliament:—COUNTY; Hon. W. H. B. Portman (L.), London residence, 42, Portman Square, W.; Henry Gerard Sturt, Esq. (C.), London residence, 25, Upper Brook Street, W.; John Floyer, Esq. (C.), London residence, 61, Chester Square, S.W. CITY; Lieut.-Col. C. N. Sturt (C.), London residence, 61, St. James's Street, S.W.

Rail from London (Waterloo station), 7.30, 8.15, and 11.10 A.M.; 3.10, 4.10, 5.10, and 9 P.M. Fare, 28*s.* 1st cl.

Hotel:—The White Hart.

T. M. from London, 1*s.* 6*d.*

DORNOCH, a town of Scotland, co. Sutherland, 14 m. N. Cromarty, and 40 m. N.E. Inverness; lat. 57° 54′ N., lon. 4° 2′ W. Pop. 3000. It lies at the entrance of the Frith of the same name, over which it has a ferry to Tain.

Member of Parliament:—Co. SUTHERLAND; Lord R. S. L. Gower (L.), London residence, Stafford House, St. James's, S.W.

Rail from London (King's Cross station) to Aberdeen, 10 A.M.; 8.12 and 9.15 P.M. Fare, 80*s.* 1st cl. Thence to Dornoch by local line.

Hotel:—

T. M. from London, 2*s.*

DORTRECHT, a town of the Netherlands, S. Holland, on an island formed by the Meuse, 10 m. S.E. Rotterdam; lat. 51° 49′ N., lon. 4° 41′ E. Pop. 25,000. Principal edifices, town-hall and Gothic church. The city has quays, canals, a harbour, and building-docks. The largest vessels can come up to the town. Trade is carried on in corn, flax, timber, &c. The latter is floated down the Rhine from the Swiss and German forests.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M, *viâ* Dover, Calais, Lille, Antwerp, and Moerdjik.

Hotel:—Belle Vue.

T. M. from London, 3*s.* 9*d.*

DOVER, a sea-port of England, co. Kent, 15 m. S.E. Canterbury, and 78 m. from London by London, Chatham, and Dover railway, of which it is the terminal station; lat. 51° 7′ N., lon. 1° 19′ E. Pop. 30,000. It is situated between two high cliffs, and on the E. of the town is an ancient castle, with towers, and barrack accommodation for several thousand men. Principal buildings: town-hall, custom-house, military hospital, museum, &c. Dover is a cinque port, and is the chief port of steam communication between England and France. It is the great pilot station of the cinque ports, with nearly 80 pilots attached to it, under the regulations of the Trinity-house. 4002 vessels, of 590,797 tons burden, entered and cleared the port last year.

Members of Parliament:—Major A. G. Dickson (C.), London residence, Army and Navy Club, S.W.; George Jessel, Esq. (L.), London residence, 10, Hyde Park Gardens, W.

Rail from London (Victoria station), 7, 7.40 (mail train), 9.15, and 10.30 A.M.; 2.5, 4.20, 5.15, 6.25, and 8.35 P.M. Fare, 20*s.* 1st cl.

Hotel:—The Lord Warden.

DOWNPATRICK, a sea-port town and parliamentary borough of Ireland, co. Down, 26¾ m. S.S.E. Belfast by Belfast and County Down railway; lat. 54° 19′ N., lon. 5° 43′ W. Pop. of parliamentary borough, 4000. It is situated on the river Newry, and has a cathedral, court-house, prison, infirmary, and union workhouse, several breweries, and manufactures of linen.

Members of Parliament:—County Down; Lord A. E. Hill Trevor (C.), London residence, 36, Belgrave Square, S.W.; Lt.-Col. W. B. Forde (C.), London residence, 8, Charles Street, Berkeley Square, W. City; William Keown, Esq. (C.), London residence, Carlton Club, S.W.

Route from London (Euston Square), *viâ* Holyhead and Kingstown.

Hotel:—The Downpatrick.

T. M. from London, 4*s*.

DRESDEN, the capital of Saxony, on the Elbe, 10 m. S.E. Meissen, 75 m. N.W. Prague, and 100 m. S.S.E. Berlin, on the railway from Berlin to Vienna; lat. 51° 3′ N., lon. 13° 44′ E. Pop. 130,000. Dresden is one of the finest cities in Europe. The river divides it into the 'Alt Stadt' and 'Neu Stadt,' which are connected by two handsome bridges. The houses are mostly built of freestone; the streets are broad and well paved. Principal buildings: the royal palace, the famous gallery of paintings, the palace of the princes, the Japanese palace, the Zwinger, containing armoury, &c.; opera-house, mint, arsenal, baths, &c., besides many churches and educational establishments. The theatre, one of the best in Europe, was destroyed by fire on 21st Sept., 1869. The surroundings of Dresden are charming, and many English families reside here.

The manufactures consist principally of woollen and silk stuffs, jewellery, carpets, instruments, chemicals, &c.

Route from London by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.35 P.M., *viâ* Dover, Calais, Brussels, Cologne, Hanover, Magdeburg, and Leipsic. Through fare from London, 146*s*. 2*d*. Or, *viâ* Ostend, 143*s*. 1*d*.

Letters from England to Saxony, *viâ* Belgium, under ½ oz., 6*d*.; 1 oz., 1*s*.; registr. fee, 4*d*.; newspapers, 2*d*., not exceeding 4 oz. *Viâ* France, under ¼ oz., 8*d*.; ¼ oz., 1*s*. 4*d*.; ¾ oz., 2*s*.; 1 oz., 2*s*. 8*d*.; registr. fee, 8*d*. ¼ oz.; newspapers, 4 oz., 1*d*.

Money:—The sovereign is worth 6 dollars and 20 silbergroschen in Saxony. The dollar has 30 silbergroschen (same as in Prussia).

The foot = $11\frac{1}{10}$ inches. The acre = 1 acre $1\frac{1}{2}$ rood. The eimer (at Dresden) = $14\frac{9}{10}$ gallons. The eimer (at Leipsic) = $16\frac{8}{10}$ gallons. The wispel (at Dresden) = $69\frac{9}{10}$ bushels. The wispel (at Leipsic) = $91\frac{7}{10}$ bushels. The pound = $1\frac{3}{100}$ pounds.

Hôtel de Saxe.

T. M. from London, 6*s*.

DROGHEDA, a sea-port town of Ireland, on the Boyne, 5 m. W. of the Irish Sea and 32 m. N. Dublin, on the railway from Dublin to Dundalk and Belfast; lat. 53° 43′ N., lon. 6° 20′ W.

Pop. 15,000. It has a fine harbour, a Roman Catholic cathedral, custom-house, market-house, churches, &c. There is considerable industry in flax-spinning and salt-works, breweries, tanneries, and soap-works. The chief trade consists in the export of agricultural produce and of linens. Timber is largely imported here from British N. America. 1122 vessels, of 224,444 tons burden, entered and cleared the port last year.

Member of Parliament:—Thomas Whitworth, Esq. (L.), London residence, 66, St. George's Road, s.w.

Route from London (Euston Square), *viâ* Holyhead and Kingstown, thence by Dublin and Drogheda railway, 32 m. Through fare, 69*s.* 6*d.*

Hotel:—Imperial.

T. M. from London, 3*s.*

DROITWICH, a town and parliamentary borough of England, co. Worcester, 7 m. N.N.E. Worcester and 125½ m. from London by Gt. Western railway; lat. 15° 16′ N., lon. 2° 13′ W. Pop. 8000. It is famous for its salt-springs.

Member of Parliament:—Rt. Hon. Sir J. S. Pakington, Bart. (C.), London residence, 9, Eaton Square, s.w.

Rail from London (Paddington station), 6 and 10 A.M.; 2.20 and 6.20 P.M. Fare, 21*s.* 4*d.* 1st cl.

Hotel:—The Royal.

DRONTHEIM. For steamers, *see* **HULL.**

DUBLIN, the metropolis of Ireland, and the seat of the viceroy, of an archbishop, and of a university, is seated at the extremity of a spacious bay, 7 m. from the Irish Sea, not far from the mouth of the river Liffey, over which there are six stone and three iron bridges; lat. 53° 20′ N., lon. 6° 12′ W. Pop. 250,000. It is a rich, handsome, and populous city, and has two cathedrals, Christ Church and St. Patrick's. The castle of Dublin is the residence of the viceroy, and forms in itself a handsome square. It lies in an elevated position in the middle of the city, and contains an arsenal, armoury, &c. The other principal public buildings are the custom-house, bank, post-office, National Gallery, Kilmainham royal hospital, barracks, theatres, hospital for incurables, &c. In Phœnix Park are the Vice-regal Lodge, zoological garden, medical infirmary, &c. The university, Trinity College, is a fine structure, and attended by about 1500 students.

The town of Dublin is extensive; it has a chamber of commerce, and steam communication with all the principal ports of Europe and America. The imports comprise wine, tea, coffee, sugar, tobacco, timber, &c. The harbour has been greatly improved; large vessels can load and unload at the quays. The

chief exports consist of linens, poplin, porter, and provisions. 11,219 vessels, of 2,337,157 tons burden, entered and cleared the port of Dublin last year.

Members of Parliament:—COUNTY; Ion Trant Hamilton, Esq. (C.), London residence, 11, Lowndes Street, s.w.; Lt.-Col. T. E. Taylor (C.), London residence, 99, Eaton Square, s.w. CITY; Jonathan Pim, Esq. (L.), London residence, 5, Gloucester Road, Brompton, s.w. UNIVERSITY; Anthony Lefroy, Esq. (C.), London residence, 27, Chesham Place, s.w.; Rt. Hon. J. T. Ball, LL.D. (C.), London residence, Carlton Club, s.w.

Steamers leave Dublin for:—Belfast, Tuesdays—fare, 12*s.* 6*d.*; Bristol, Tuesdays—20*s.*; Carlisle, *viâ* Silloth by rail, Mondays and Thursdays—15*s.*; Douglas, Isle of Man, Mondays and Thursdays—10*s.* 6*d.*; Edinburgh, *viâ* Silloth by rail, Mondays and Thursdays—20*s.*; Falmouth, *en route* to Plymouth, Portsmouth, and London, Wednesdays and Saturdays—20*s.*; Glasgow, calling at Greenock, 4 times a-week—15*s.* (A. and C. Taylor, 31, Eden Quay, and North Wall, Dublin); Holyhead direct, every week-day—5*s.*; Liverpool, Mondays, Wednesdays, and Fridays—12*s.* 6*d.*; London, *see* Falmouth; Newcastle, *viâ* Silloth by rail, Mondays and Thursdays—27*s.* 6*d.*; Whitehaven, Mondays and Thursdays—15*s.* All 1st cl.

Route from London (Euston Square), *viâ* Holyhead and Kingstown. Through fare, 62*s.* 6*d.*

Hotel:—Sherbourne.

T. M. from London, 3*s.*

DUDLEY, a town of England, co. Worcester, lies 10 m. W.N.W. Birmingham, 26 m. N. Worcester, and 147 m. from London by Gt. Western railway; lat. 52° 31′ N., lon. 2° 4′ W. Pop. 50,000. The appearance of the town is neat, and the houses are generally well built. There are no particular fine public buildings. In the vicinity of Dudley are several chalybeate springs, and a spa-well, famed for their efficacy in the cure of cutaneous diseases.

Member of Parliament:—H. B. Sheridan, Esq. (L.), London residence, 17, Westbourne Terrace, w.

Rail from London (Paddington station), *viâ* Birmingham, 6, 10, and 11 A.M.; 12 and 3.30 P.M. Fare, 21*s.* 4*d.* 1st cl.

Hotel:—Swan.

T. M. from London, 1*s.* 6*d.*

DUMBARTON, a town of Scotland, co. Dumbarton, 15 m. N.W. Glasgow, at the confluence of the rivers Severn and Clyde, on the railway from Glasgow to Helensburgh; lat. 55° 57′ N., lon. 4° 34′ W. Pop. 8500. It contains five building-yards for the construction of iron ships. Dumbarton castle stands on a

steep rock where the two rivers join, and presents a very picturesque appearance.

Member of Parliament:—COUNTY; A. Orr Ewing, Esq. (C.), London residence, 95, Gloucester Place, Portman Square, W.

Rail from London (Euston Square) to Glasgow, 10 and 11 A.M.; 8.40 and 9 P.M. Fare, 70s. Thence by local line.

Hotel:—

T. M. from London, 2s.

DUMFRIES, a town and parliamentary borough of Scotland, co. Dumfries, 8 m. N. Solway Frith, 30 m. N.N.W. Carlisle, 64 m. S. by W. Edinburgh, on the Glasgow, Dumfries, and Carlisle, and 333 m. from London by London and N.-Western railway; lat. 55° 4′ N., lat. 3° 36′ W. Pop. of parliamentary borough, 15,000. It is pleasantly situated between two hills, on the river Nith, 8 m. from its mouth in the Solway Frith. It has tanneries and metal works. The principal foreign trade is with America and the Baltic for timber; the remainder is coasting trade.

Members of Parliament:—COUNTY; Major G. G. Walker (C.), London residence, 9, Cleveland Row, S.W. BOROUGH; Robert Jardine, Esq. (L.), 24, St. James's Place, S.W.

Rail from London, 10 A.M.; 8.40 and 9 P.M. Fare, 60s. 6d. 1st cl.

Hotel:—King's Arms.

T. M. from London, 2s.

DUNDALK, a sea-port and parliamentary borough of Ireland, co. Louth, at the mouth of the Castletown, 20 m. N.N.W. Drogheda and 45 m. N. Dublin, on the railway from Dublin to Belfast; lat. 53° 55′ N., lon. 6° 15′ W. Pop. of parliamentary borough, 10,500. The county-court-house is an elegant modern structure; there are, besides, a custom-house, court-house, county-gaol, guildhall, and union. The harbour is good; fishing extensive. Exports: grain, coal, and slate.

Members of Parliament:—Co. LOUTH; Right. Hon. C. S. Fortescue (L.), London residence, 7, Carlton Gardens, S.W.; M. O'Reilly Dease, Esq. (L.), London residence, 105, Pall Mall, S.W. For DUNDALK; Philip Callan, Esq. (L.), London residence, Reform Club, S.W.

Route from London (Euston Square), *viâ* Holyhead and Kingstown.

Hotel:—Queen's Arms.

T. M. from London, 3s.

DUNDEE, a sea-port of Scotland, on the N. side of the Frith of Tay, 14 m. N.W. St. Andrew's, 36 m. N. Edinburgh, and 452 m. from London by Gt. Northern railway; lat. 56° 27′ N.,

lon. 2° 58′ W. Pop. 100,000. The town stretches for more than a mile along the Tay, and stands mostly on a slope which terminates in a hill called Dundee Low. Dundee is irregularly built, but has some fine streets diverging from the centre, High Street, to various parts of the town. The principal buildings are St. Mary's church, the town-hall, exchange, Watt Institution, custom-house, court-house, infirmary, barracks, bridewell, &c. In the suburbs and along the Tay are many handsome private residences and villas, and at the eastern end of the town is a large park.

The manufactures and trade in linen and jute are important, and give employment to many thousand persons. Ship-building, including the construction of iron vessels, is extensively carried on, besides which Dundee has breweries, foundries, tanneries, soap-works, and tobacco factories. Coal and iron are procured in the vicinity. 2543 vessels entered and cleared the port in 1868, with a tonnage of 472,015 tons burden.

Members of Parliament:—George Armitstead, Esq. (L.), London residence, 12, Petersham Terrace, w.; Sir John Ogilvy, Bart. (L.), London residence, 5, Grafton Street, w.

Steamers leave Dundee for:—Hull, Wednesdays; fare, 12*s.* 6*d.*; London, Wednesdays and Saturdays; fare, 20*s.* (Dundee, Perth, and London Shipping Co., Dundee).

Rail from London (King's Cross) to Edinburgh (*which see*). Thence by Scottish Central, or Edinburgh, Perth, and Dundee railways. Fare, 78*s.* 6*d.* 1st cl.

Hotel:—The Royal.

T. M. from London, 2*s.*

DUNGANNON, a town and parliamentary borough of Ireland, co. Tyrone, 7 m. W. Lough Neagh, on the railway from Dundalk to Londonderry; lat. 54° 30′ N., lon. 6° 46′ W. Pop. of parliamentary borough, 4000. It is situated on a hill, and has an ancient church, court-house, market, union, and some manufactures in linen and earthenware.

Member of Parliament:—Lieut.-Col. Hon. W. S. Knox (C.), London residence, 5, Seymour Street, Portman Square, w.

Route from London (Euston Square), *viâ* Holyhead and Kingstown; through fare from London, 68*s.* 6*d.*

Hotel:—Ranfurly Arms.

T. M. from London, 4*s.*

DUNGARVAN, a town and parliamentary borough of Ireland, co. Waterford, 25 m. W. by S. Waterford and 106 m. from Dublin; lat. 52° 35′ N., lon. 7° 6′ W. Pop. of parliamentary borough, 6000. It lies near the mouth of the Colligan, across which there is a bridge connecting it with Abbingside, its

suburb. There is an old castle, used as a barrack. It is much resorted to for sea-bathing.

Member of Parliament:—Henry Matthews, Esq. (L.), London residence, 5, Paper Buildings, Temple, E.C.

Route from London (Euston Square), *viâ* Holyhead and Kingstown.

Hotel:—Antony's.

T. M. from London, 4*s*.

DUNKIRK, a sea-port town of France, dép. Nord, at the S.E. entrance of the Strait of Dover, 22 m. S.W. Ostend and 46 m. E.S.E. Dover, on a branch of the railway from Paris to Calais; lat. 51° 2′ N., lon. 2° 23′ E. Pop. 35,000. Dunkirk is divided into the old and new towns; has a citadel, town-hall, college, theatre, churches, &c., and a few soap manufactories and tanneries. The imports consist of wool, wheat, oil, jute, hemp, flax, coal, iron, and machinery. Exports: corn, flour, potatoes, fruit, eggs, sugar, and wine, of the latter more than a million litres are annually exported. The harbour is large and commodious, but difficult of access, and being improved.

Consul:—Sir Norman Pringle, Bart.

Steamers of the 'Compagnie Générale des Paquebots à vapeur à hélices du Nord' (E. Grosos, Havre, agent), leave Dunkirk for Havre every five days, and *vice versâ*. These steamers also take freight for St. Petersburgh, in connection with steamers of the same company.

Steamers leave Dunkirk for:—Hull, Wednesdays and Saturdays; fare, 15*s*; London, every week-day; fare, 15*s*. 1st cl.

Route from London (fixed mail services), Victoria and Charing Cross, 7.40 and 8.45 P.M., *viâ* Dover, Calais, and Hazebrouk.

Hotel:—Chapeau Rouge.

T. M. from London, 3*s*. 4*d*.

DURAZZO, a sea-port of Turkey, on the E. shore of the Adriatic, and on the S. side of a projecting tongue of land, 7 m. Cape Pali; lat. 41° 21′ N., lon. 19° 27′ E. Pop. 10,000. The town is surrounded with walls, and fortified. It has some trade in the export of corn. The bay, on the N. side of which it stands, is 5 m. broad, with from 7 to 3 fathoms water, the best anchorage being about 1½ m. S. by E. from the town.

Steamers of the Austrian Lloyd's leave Trieste for Durazzo, Thursdays, 5 A.M., and Saturdays at midnight; returning Tuesdays, 6 A.M., and Wednesdays, 9 P.M.; fare, 82*s*.

T. M. from London, 9*s*.

DURHAM, an ancient city of England, cap. of co. of same name, lies on the Wear, 14 m. S. Newcastle, 65 m. N.N.W. York, on the York and Newcastle railway, and 261 m. N. by W.

London by Gt. Northern railway; lat. 54° 46′ N., lon. 1° 54′ W. Pop. 15,000. It is almost surrounded by the river Wear, which is crossed by three bridges here. The chief objects of interest are the cathedral, which is a large and magnificent edifice, and the castle, now used for the university.

Members of Parliament:—COUNTY; *North*, George Elliot, Esq. (C.), London residence, 23, Gt. George Street, S.W.; Sir H. W. Williamson, Bart. (L.), London residence, Brooks's Club, S.W. *South*, Joseph W. Pease, Esq. (L.), London residence, 18, Prince's Gardens, W.; Capt. F. E. B. Beaumont (L.), London residence, Junior United Service Club, S.W. CITY; John Henderson, Esq. (L.), London residence, Belgrave Mansions, S.W.; John R. Davison, Esq. (L.), 61, Lancaster Gate, W.

Rail from London (King's Cross), 7.40, 9, and 12 A.M.; 5.25 and 9.15 P.M. Fare, 50*s*. 8*d*. 1st cl.

Hotel:—The County.

T. M. from London, 2*s*.

DÜSSELDORF, a town of Prussia, at the confluence of the Düssel with the Rhine, on the main line of railway from Cologne to Berlin, and 22 m. W.N.W. of the former place and 25 m. S. Wesel; lat. 51° 14′ N., lon. 6° 47′ E. Pop. 45,000. It is a thriving city, and divided into the 'Altstadt,' 'Neustadt,' and 'Karlstadt.' It is well built, and has an ancient castle, town-hall, barracks, academy, observatory, theatre, and some fine old churches. Large quantities of coal are shipped here for the Netherlands, and there is an extensive trade in corn, oil, and wine.

Route from London (fixed mail services), Victoria and Charing Cross stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Aix-la-Chapelle, and Cologne.

Hôtel de l'Europe.

T. M. from London, 6*s*.

EASTBOURNE, a town of England, co. Sussex, 3½ m. to the E. of Beachy Head, 15 m. to the S.E. of Lewes and 65 m. by London, Brighton, and South Coast railway from London; lat. 50° 46′ N., lon. 0° 15′ E. Pop. 5000. The town is much frequented by visitors as a watering-place. It is lit with gas, and well supplied with pure water. It contains a coastguard station, military depôt, theatre, and bank, also a chalybeate spring. The church is an ancient structure, with a tower containing a peal of bells. It contains a curious old font.

Rail from London (Victoria station), 5.55, 7.40, 9.50, and 12 A.M.; 2, 4, and 6.35 P.M. Fare, 15*s*. 6*d*. 1st cl.

Hotel:—The Burlington.

EAST-LONDON, a port of the Cape Colony, S. Africa; lat. 32° 57′ S., lon. 27° 53′ E.

For steamers, *see* Table.

EAST RETFORD, *see* **RETFORD**.

EDGECUMBE, a sea-port of East Australia, on bay of same name; lat. 20° S., lon. 147° 30′ E.

For route, *see* SYDNEY; thence by local steamer.

EDINBURGH, the metropolis of Scotland, 2 m. S.S.W. Leith, which is its port, and 399 m. from London by Gt. Northern railway, is situated on three hills which run in an almost parallel direction from E. to W.; lat. 55° 57′ N., lon. 3° 11′ W. Pop. 200,000. The old town stands on the middle ridge, which is both steep and narrow; the north town lies on a gently-sloping and elevated plain; the south town lies similarly to the latter. The ancient castle stands on a high and precipitous rock, only accessible from one side; in it Queen Mary gave birth to James VI. of Scotland, afterwards James I. of England. The view from its rampart is magnificent in the extreme. The new town has wide streets, large squares, and contains St. George's and St. Andrew's churches, royal academy, royal institution, observatory, high school, post-office, &c. In the old town are the assembly-hall, St. Giles's church, the parliament-house, exchange, town-hall, and the palace of Holyrood, once the residence of the Scottish kings.

Edinburgh contains many educational, scientific, literary, and charitable institutions, foremost amongst which are the university, visited by nearly 2000 students annually, the high school, Heriot's hospital, Edinburgh academy, college of physicians, college of surgeons, fine arts institution, Watson's institute, &c. The productive industry of Edinburgh is remarkable, especially as regards everything connected with printing. Its type foun-

dries are celebrated for the finish of their manufacture, and the art of stereotyping has been brought to perfection. The printing offices are numerous, and have sent forth many of the best educational, geographical, and scientific standard works.

Members of Parliament:—COUNTY; Sir A. Gibson Maitland, Bt. (L.), London residence, 13, Bury Street, St. James's, s.w. CITY; Duncan McLaren, Esq. (L.), London residence, 3, Dawson Place, Pembridge Square, w.; John Miller, Esq. (L.), London residence, 33, Hyde Park Square, w. *Edinburgh and St. Andrew's Universities;* Dr. Lyon Playfair (L.), London residence, Athenæum Club, s.w.

Steamers leave Edinburgh for:—

Aberdeen, *viâ* Granton, 3 times a-week—fare, 6*s.*

Bordeaux, *viâ* Leith, once a-month—60*s.*

Christiania, *viâ* Leith, Saturdays—63*s.*

Christiansand and Copenhagen, *viâ* Leith, fortnightly—50*s.*

Douglas, Isle of Man, and Dublin, *viâ* Silloth by rail, Tuesdays and Saturdays—20*s.*

Gottenburg, *viâ* Christiansand, fortnightly (Handyside and Henderson, 51, Union Street, Glasgow)—63*s.*

Hamburgh, *viâ* Leith, Wednesdays and Saturdays—30*s.*

Hull, Wednesdays—14*s.* 6*d.*

Kirkwall, *viâ* Granton, Tuesdays and Fridays—20*s.* (calling at Aberdeen and Wick).

Lerwick, *viâ* Granton, Aberdeen, and Wick, Fridays—25*s.*

London, *viâ* Granton, Wednesdays and Saturdays—15*s.*; *viâ* Leith, Wednesdays and Saturdays—15*s.*

Newcastle, *viâ* Leith, Wednesdays and Saturdays—7*s.*

Thursoe, *viâ* Granton (calling at Aberdeen and Wick), Mondays—20*s.*

Wick, *viâ* Granton (calling at Aberdeen), Mondays and Fridays—20*s.*

Rail from London (King's Cross station), 10 A.M.; 8 and 9.15 P.M. Sundays, 9.15 P.M. only. Fare, 70*s.* 1st cl.

Hotel:—The Douglas.

T. M. from London, 2*s.*

ELBA, an island in the Mediterranean Sea, between the coast of Italy and the island of Corsica, the channel of Piombino separating the island from the mainland. It is about 15 m. long by 8 or 9 m. broad, and lies in lat. 42° 50′ N., lon. 16° 15′ E. Pop. 25,000. The island is mountainous, but has some considerable plains, which, however, produce hardly sufficient corn for the population. The wine grown here is excellent, and the fruit delicious. Near PORTO FERRAJO, the capital, and best port of the island, there are several iron mines as well as marble quarries. The iron is mostly shipped at the port of FOLLONICA.

Napoleon I. resided at Porto Ferrajo from 3rd May, 1814, till 26th February, 1815.

Vice-Consul:—Eugenio Fossi, Esq.

Steamers of Messrs. R. Rubattino & Co. leave Livorno for Porto Ferrajo, Wednesdays, 8 A.M., and Sundays, 10 A.M.; returning Mondays and Thursdays.

ELBERFELD, a town of Rhenish Prussia, 15 m. E. by N. Düsseldorf and 23 m. N.N.E. Cologne, on the railway from Berlin to Düsseldorf; lat. 50° 17′ N., lon. 7° 9′ E. Pop. 60,000. The town stands on both sides of the river Wüpper. It is the greatest market of Germany for linen and cotton goods, thread, lace and ribbons, and silks. The raw yarn sent here from all parts of Germany are manufactured in large quantities, besides which dyeing is extensively carried on. The district in which Elberfeld lies, the 'Wüpperthal,' is one of the most industrious and most thriving of all Germany.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Aix-la-Chapelle, Cologne, and Düsseldorf.

Hotel:—Weidenhoff.

T. M. from London, 6*s*.

ELGIN, a town and parliamentary borough of Scotland, co. Elgin, 37 m. E. Inverness, 120 m. N. of Edinburgh, and 630¼ m. from London by Gt. Northern railway; lat. 57° 39′ N., lon. 3° 22′ W. Pop. of parliamentary borough, 8000. It is situated on the river Lossie, and was formerly the see of a bishop. The ruins of its ancient and magnificent cathedral are being carefully preserved. 5 m. from the town lies its port, LOSSIEMOUTH, which has a good harbour, and with which Elgin is connected by rail.

Member of Parliament for co. ELGIN and NAIRN, Lt.-Col. Hon. James Grant (C.), London residence, Carlton Club, S.W.

Rail from London (King's Cross station), to Edinburgh, 10 A.M.; 8 and 9.15 P.M. Thence to Elgin. Through fare, 89*s*. 1st cl.

Hotel:—Gordon Arms.

T. M. from London, 2*s*.

ELSINEUR (Dan., HELSINGOER), a maritime town of Denmark, on the E. shore of the island of Zealand, at the narrowest part of the Sound, 7 m. W. Helsingborg in Sweden and 20 m. N. by E. Copenhagen; lat. 56° 2′ N., lon. 12° 36′ E. Pop. 9000. On the N.E. side of the town is the castle of Cronborg. It is one of the finest structures of the kind in Europe. From the summit of the lighthouse of this fortress there is a magnificent view, especially in summer, when the Sound is crowded with

shipping. Queen Matilda, sister of George III., was confined here for some years.

Consul:—Bridges Taylor, Esq. Vice-Consul:—W. R. Larlham, Esq.

Steamers from Hull and Leith run weekly to Copenhagen, touching at this port.

Route from London, *see* COPENHAGEN; thence by rail or steamer.

T. M. from London, 5*s*.

EMDEN, a sea-port of Prussia, on the Ems, 28 m. E.N.E. Groningen and 46 m. W.N.W. Oldenburgh, on the terminus of the railway from Hanover to the bay of Dollart; lat. 53° 22′ N., lon. 7° 12′ E. Pop. 15,000. The port is large, but shallow; the roadstead has, however, water sufficient to float vessels of any size. Emden has the most extensive trade in oats of any port in Europe, and its general trade is extensive.

Consul:—Ysaac Brons, Esq.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Cologne, Düsseldorf, Ham, Münster, and Rheine (junc.).

Hotel:—Post.

T. M. from London, 6*s*.

EMS, a watering-place of Prussia, on the Lahn, 10 m. S. Bregen and 15 m. N. Wiesbaden; lat. 53° 20′ N., lon. 7° 7′ E. Pop. 4000. It is one of the most aristocratic watering-places on the Continent, but has few attractions, and is very hot in midsummer. The springs are warm and calcareous; average temperature, about 100° Fahr.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Cologne, and Coblentz. Fare, 82*s*. 5*d*. Or, *viâ* Dover and Ostend, 78*s*. 10*d*.

Hotel:—Vier Jahreszeiten.

T. M. from London, 6*s*.

ENNIS, a town and parliamentary borough of Ireland, co. Clare, 20 m. N.W. Limerick, on the railway from Limerick to Galway, and 112 m. S.W. Dublin; lat. 52° 50′ N., lon. 9° 1′ W. Pop. of parliamentary borough, 8000. It lies on the river Fergus, which is navigable for large boats, and has a considerable trade.

Members of Parliament:—Co. CLARE; Col. C. M. Vandeleur (C.), London residence, 7, Bury Street, St. James's, S.W.; Right Hon. Sir Colman O'Loghlen, Bart. (L.), London residence, Reform Club, S.W. BOROUGH; Capt. W. Stacpoole (L.), London residence, 6 K, Albany, W.

Route from London (Euston Square station), *viâ* Holyhead and Kingstown.
Hotel :—Carmody's.
T. M. from London, 4*s*.

ENNISKILLEN, a town and parliamentary borough of Ireland, co. Fermanagh, 24 m. E. Ballyshannon and 85 m. N.N.W. Dublin ; lat. 54° 21′ N., lon. 7° 40′ W. Pop. of parliamentary borough, 6000. Is a neat and thriving town, and is situated on an island in Lough Erne. It has a town-hall, court-house, linen-hall, barracks, workhouse, &c., and manufacture of cutlery.
Members of Parliament :—Co. FERMANAGH ; Capt. Mervyn E. Archdall (C.), London residence, 41, Half-moon Street, w. ; Lt.-Col. Hon. H. A. Cole (C.), London residence, 97, Mount Street, w. BOROUGH ; Viscount Crichton (C.), London residence, 95, Eaton Square, s.w.
Route from London (Euston Square station), *viâ* Holyhead and Kingstown. Through fare, 68*s*. 6*d*.
Hotel :—Imperial.
T. M. from London, 4*s*.

ENOS, a sea-port of Turkey, Roumelia, 38 m. N.W. Gallipoli and 125 m. W. Constantinople, on the Ægean Sea, at the influx of the Maritza in the Gulf of Enos ; lat. 40° 44′ N., lon. 26° 3′ E. Pop. hardly 4000, of which 1000 are Mussulmen. In 1852 the population was more than 8000. An excessive mortality through fever has caused this terrible decrease in population. Inundations had left behind them stagnant waters, which sent forth deadly miasmata. The population is discouraged and demoralized, and the port would already but exist in name were it not for the immense advantages it possesses, as the most accessible point from which the grain of Roumelia can be exported at least cost. Several proposals have been made for the improvement of the mouth of the Maritza. The grain is brought down on radans, an insecure kind of craft, which are frequently lost in the rapids. The ships receiving the grain have to anchor at DRAGODINA, about 2 m. from Enos. The grain stores of Enos are extensive, and they are well constructed. Stone abounds, and is taken from the many deserted houses. There can be no doubt that, if the sanitary condition of this port is improved, and if it is made accessible to ships of large tonnage, its trade would be immensely developed.
Consul :—John Rossy, Esq.
Route from London, *see* GALLIPOLI ; thence by sailing-packet.
T. M. from London, 9*s*.

ENZELLI, *see* **RESHT**.

EPERNAY, a town of France, dép. Marne, 20 m. W.N.W. Chalons, on the railway from Paris to Chalons, and 88¾ m. E. of Paris; lat. 49° 3′ N., lon. 3° 59′ E. Pop. 10,000. It is the principal entrepôt for the wines of Champagne, which are produced in its immediate vicinity. Its wine-vaults are excavated in the chalk rock on which the town is built.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, and Paris (arr. *Chemin de fer du Nord*, dep. *Chemin de fer de l'Est*), Meaux, Château Thierry, and Varennes.

Hôtel de l'Europe.

T. M. from London, 3*s.* 4*d.*

ERZEROUM, the principal city of Armenia, Asiatic Turkey, 120 m. S.E. Trebizond and 130 m. from Diarbekir, in a plain on the Kara river or W. branch of the Euphrates; lat. 39° 57′ N., lon. 41° 13′ E. Pop. 50,000. It has an extensive trade with the surrounding countries, and is a chief halting-station for caravans from Teheran to Mecca. Owing to repeated failures in the crops, commerce has been much depressed for several years, but last year's crop having been abundant, trade is reviving. Imports: shawls, silks, cotton, tobacco, rice, indigo, cloth, and cutlery.

Consul:—John G. Taylor, Esq.

For route from London, *see* ALEXANDRETTA; thence by horse, *viâ* Antioch, Aleppo, Diarbekir, Kertook, &c.

T. M. from London, 15*s.* 6*d.*

ESMERALDAS, a town of Ecuador, S. America, on l. b. of river of same name, 6 m. above its mouth, 100 m. N.W. Quito; lat. 0° 50′ N., lon. 79° 50′ W. Pop. 1000.

For steamers, *see* Table.

ESSEX. For co. members, *see* **CHELMSFORD.**

EUPATORIA, a sea-port town of Russia in Europe, W. coast of the Crimea, 38 m. W.N.W. Simpheropol and 68 m. S. by W. Perekop; lat. 45° 8′ N., lon. 33° 10′ E. Pop. 7000. The town has a considerable trade, exporting salt, wheat, barley, hides, and lamb-skins. The roadstead does not afford much shelter.

Steamers of the Russian Steam Navigation Co. leave Odessa for Eupatoria, Thursday mornings, 2 A.M.; returning Thursdays, 8 P.M.; fare, 14 roubles 1st cl.

T. M. from London, 10*s.*

EVESHAM, a town and parliamentary borough of England, co. Worcester, 14 m. S.E. Worcester and 106 m. from London by Gt. Western railway; lat. 52° 6′ N., lon. 1° 55 W. Pop. of

parliamentary borough, 5000. It is seated in a fertile valley on the river Avon, which almost surrounds it, and a fine bridge over which connects it with Bengeworth.

Member of Parliament:—Lieut.-Colonel James Bourne (C.), London residence, 16, Suffolk Street, S.W.

Rail from London (Paddington station), 6 and 10 A.M.; 2.20 and 6.20 P.M.; fare, 20*s.* 6*d.* 1st cl.

Hotel:—The Crown.

T. M. from London, 1*s.* 6*d.*

EXETER, a city and river-port of England, co. Devon, on the Exe, 9 m. from its embouchure in the English Channel, 68 m. S.W. Bristol and 193¾ m. from London by Gt. Western railway; lat. 50° 44′ N., lon. 3° 33′ W. Pop. 50,000. The river is here crossed by a fine bridge, which connects the town with its suburbs. It is well built, and has two principal lines of streets, which cross each other near the centre of the town, and are well paved and lit. The houses are mostly modern, and, in the main thoroughfares, contain very good shops. The principal buildings are the richly-ornamented cathedral, considered one of the finest in the kingdom, the bishop's palace, St. Sidwell's church, college, guildhall, theatre, museum, custom-house, county-sessions-house, &c. The harbour has a large floating-basin and a ship canal, enabling vessels of 300 tons to come up to the town. Exeter has paper manufactories, breweries, iron-foundries, &c., and a considerable trade, especially coastwise. During last year 643 vessels, of 66,791 tons burden, entered and cleared the port.

Members of Parliament:—COUNTY; *North*, Right Hon. Sir S. H. Northcote, Bart. (C.), London residence, 86, Harley Street, W.; Thomas Dyke Acland, Esq. (L.), London residence, 3, Portugal Street, W. *South*, Sir Massey Lopes, Bart. (C.), London residence, 11, Hertford Street, Mayfair, W.; Samuel T. Kekewich, Esq. (C.), London residence, Alexandra Hotel, Hyde Park, S.W. *East*, Sir Lawrence Palk, Bart. (C.), London residence, 1, Grosvenor Gardens, S.W.; Lord Courtenay (C.), London residence, 68, Brook Street, W. CITY; Sir John D. Coleridge (L.), London residence, 1, Sussex Square, Hyde Park, W.; Edgar A. Bowring, Esq., C.B. (L.), London residence, 69, Westbourne Terrace, W.

Rail from London (Paddington station), 6, 9.15, 10.10, and 11.45 A.M.; 2, 4.50, 8.10, and 9 P.M. Fare, 40*s.* 1st cl.

Hotel:—The New London.

T. M. from London, 1*s.* 6*d.*

EXMOUTH, a sea-port of England, co. Devon, on the Exe, 9 m. S.S.E. Exeter and 180 m. from London by London and

S.-Western railway; lat. 10° 27′ N., lon. 3° 24′ W. Pop. 6000. It lies pleasantly situated at the mouth of the Exe, which here flows into the Channel, the estuary being navigable as far as Topsham, 8 m. It is a favourite watering-place, has a handsome ball-room, and extensive bathing establishments.

Rail from London (Waterloo station), 6.45, 10.50, and 11.40 A.M.; 3.50 P.M. Fare, 41*s.* 1st cl.

Hotel:—Royal Beacon.

T. M. from London, 1*s.* 6*d.*

EYE, a town and parliamentary borough of England, co. Suffolk, 20 m. N. Ipswich and 94 m. from London by Gt. Eastern railway; lat. 52° 20′ N., lon, 1° 10′ E. Pop. of parliamentary borough, 8000. It has a fine old church, guildhall, grammar-school, gaol, almshouses, &c.; and formerly sent two members to the House of Commons.

Member of Parliament:—Viscount Barrington (C.), London residence, 29, Cavendish Square, w.

Rail from London (Bishopsgate station), 7.15, 9.15, and 11.42 A.M.; 3.10 and 4.25 P.M. Fare, 21*s.* 11*d.* 1st cl.

Hotel:—The White Lion.

T. M. from London, 1*s.* 6*d.*

FALKIRK, a town and parliamentary borough of Scotland, co. Stirling, 9 m. S. Stirling and 22 m. W. by N. Edinburgh. Pop. of parliamentary borough, 6000. Falkirk is celebrated chiefly for its *trysts*, which are the greatest fairs or markets for cattle of any in Scotland.

Members of Parliament:—Co. STIRLING; Vice-Admiral J. E. Erskine (L.), London residence, L 1, Albany, w. BOROUGH; James Merry, Esq. (L.), London residence, 68, Eaton Square, s.w.

Rail from London (King's Cross), *viâ* Edinburgh; fare, 70*s*. 1st cl. Thence by local line.

Hotel:—

T. M. from London, 2*s*.

FALMOUTH, a sea-port town of England, co. Cornwall, 10 m. S. Truro, 60 m. from Plymouth, 92 from Exeter, and 312 W.S.W. London by Gt. Western railway; lat. 50° 8′ N., lon. 5° 2′ W. Pop. 11,000. It consists chiefly of one street, which extends 1½ m. in length along the shore of the harbour, being well supplied with water and lighted with gas. The harbour is well defended by two castles, Pendennis and St. Maws, and at the E. entrance is a lighthouse. The chief public buildings are the custom-house, polytechnic hall, athenæum, post-office, savings'-bank, dispensary, public library, mechanics' institute, masonic lodges, and the Royal Cornwall Sailors' Home. As a port of call for vessels of all nations, Falmouth is unequalled. During last year 1027 vessels, of 127,973 tons burden, entered and cleared this port.

At the head of the harbour lies PENRYN, an adjoining borough and market-town, pop. 3000, which, conjointly with Falmouth, sends two members to the House of Commons.

Members of Parliament for Falmouth and Penryn:—Robert N. Fowler, Esq. (C.), London residence, 36, Cavendish Square, w.; Edward B. Eastwick, Esq. (C.), London residence, 38, Thurloe Square, s.w.

The London, Belgium, Brazil, and River Plate Steamship Co.'s steamers touch at this port to receive and land mails and passengers.

Rail from London (Paddington), 6 and 9.15 A.M.; 8.10 and 9 P.M. Fare, 67*s*. 1st cl.

Hotel:—The Falmouth.

T. M. from London, 2*s*.

FALSTER, *see* **LALAND**.

FAVERSHAM, a sea-port of England, co. Kent, on the Swale, 10 m. W.N.W. Canterbury and 52 m. from London by

London, Chatham, and Dover railway; lat. 51° 18′ N., lon. 0° 54′ E. Pop. 7000. Principal buildings: market-house, guild-hall, assembly-rooms, gaol, union, &c. There is a valuable oyster-fishery here. 2426 vessels, of 153,501 tons burden, entered and cleared the port during the year 1868.

Rail from London (Victoria station), 7, 9.15, and 10.30 A.M.; 2.5, 4.20, 5.15, 5.18, 6.25, and 7.15 P.M. Fare, 12*s.* 6*d.* 1st cl.

Hotel:—The Ship.

FAYAL, one of the Azore islands; lat. of principal town and anchorage, HORTA, 39° 35′ N., lon. 28° 52′ W. Pop. 22,000. After St. Michael, it is the most frequented island of the group. The principal exports are oranges and wine; the imports, manufactures, cotton twist, and flax, chiefly from England.

Consul:—Thomas Dart, Esq.

Steamers occasionally from Lisbon.

FECAMP, a sea-port town of France, dép. Seine Inférieure, 48 m. N.W. Rouen and 25 m. from Havre, on a short branch line of the Rouen Havre railway; lat. 49° 45′ N., lon. 0° 22′ E. Pop. 15,000. The town lies at the efflux of the river of same name into the English Channel, and has an ancient abbey, church, ship-building docks, tanneries, manufactures of linen, and carries on an active trade. Its port is one of the best of the Channel, and has been greatly improved by the construction of an inner port, with a fine quay and lighthouse.

Consul:—Joseph Brandon, Esq.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Rouen, and Beuzeville.

Hotel:—Grand Cerf.

T. M. from London, 3*s.* 4*d.*

FEJEE ISLANDS, a group of islands, S. Pacific Ocean, E. of the New Hebrides, between lat. 15° 31′ and 19° 32′ S., and lon. 177° E. and 178° W. The group consists of nearly 200 islands, one-fourth of which are inhabited. Two of the islands only are of large size, VITI LEVU and VANNA LEVU.

Consul at Ovalau:—Edward B. March, Esq.

FERMANAGH. For co. members, *see* **ENNISKILLEN.**

FERNANDO PO, an island of Western Africa, belonging to Spain, on the coast of Benin, between lat. 3° 10′ and 3° 34′ N., and lon. 8° 22′ and 8° 50′ E. Pop. 20,000. The island is covered with forests of timber. It was occupied by Gt. Britain as a military station. CLARENCE TOWN, the principal settlement on the island, lies in lat. 3° 53′ N., lon. 7° 40′ E., and is built close

to the sea. The climate is pestilential during the rainy season.

Consul:—Charles Livingstone, Esq.

For steamers, *see* Table.

FERROL, a sea-port town of Spain, on the N.W. coast of Galicia, 11 m. N.E. of Corunna and 25 m. S.W. Cape Ortegal; lat. 43° 29′ N., lon. 8° 12′ W. Pop. 18,000. It has extensive dockyards and arsenal, and is strongly fortified. The harbour is one of the best in Europe. The port of Ferrol is authorized generally for the following articles of commerce: tar, pitch, hemp, coal, Portland cement, provisions not produced by the country, for the consumption of the marine; cordage, iron-work tools, yarns for the royal factories; rigging, timber, planking, machinery, effects of every kind for the use of the arsenals of the department; and for imports and exports to America.

For route, *see* CORUNNA; thence by carriage.

T. M. from London, 7*s*.

FIFE. For co. members, *see* **CUPAR.**

FIUME, a sea-port of Austria, on the Gulf of Venice, at the N.E. extremity of the Adriatic Sea, 38 m. E. Capo d'Istria; lat. 45° 20′ N., lon. 14° 30′ E. Pop. 20,000. It is a free port, and is the outlet for the produce of Hungary by sea. Chief exports: tobacco, wheat, wine, hemp, linens, &c.

Consul:—Charles Thomas Hill, Esq.

Steamers of the Austrian Lloyd's leave Trieste for Fiume, Fridays, 10 A.M.; returning, Sundays, 3 P.M.

T. M. from London, 6*s*.

FLAMINGO, *see* **TABOGA.**

FLEETWOOD, a sea-port and watering-place of England, co. Lancaster, on the Wyre, 18 m. N.W. Preston and 231 m. from London by N.-Western railway; lat. 53° 56′ N., lon. 3° 1′ W. Pop. 6500. It has a custom-house, lighthouse, and docks. 1275 vessels, of 359,886 tons burden, entered and cleared the port during the year 1868.

Fleetwood is the entrepôt for the steamers of the N. Lancashire Steam Navigation Co., whose steamers ply between Fleetwood and Belfast, in connection with the through trains of the London and N.-Western railway. Steamers for Belfast every evening, except Sundays.

Rail from London (Euston Square station), 7.30, 10, and 11 A.M.; 9 P.M. Fare, 40*s*. 3*d*. 1st cl.

Hotel:—The Crown.

T. M. from London, 2*s*.

FLENSBURG, a sea-port of Prussia, in Schleswig, formerly belonging to Denmark. It lies 15 m. S. Apenrade, on the railway from Kiel to Friedericia; lat. 54° 48′ N., lon. 9° 28′ E. Pop. 20,000. The town is well built and thriving. It has distilleries, sugar-refineries, tobacco and vinegar factories, &c. The harbour has water sufficient to float the largest ships.

Steamers leave Flensburg for Korsoer, Wednesdays and Saturdays, calling at Svendborg and Sonderborg.

For route, *see* HAMBURGH; thence by rail, *viâ* Neumünster (junc.).

Hotel:—Rach's.

T. M. from London, 6*s*.

FLINT, a town and parliamentary borough of N. Wales, co. Flint, 12½ m. W.N.W. Chester and 191 m. N.W. London by London and N.-Western railway. Pop. of parliamentary borough, 4000. It is situated on the river Dee; has a county-court-house and guildhall, gaol, &c., and is the principal polling place where the elections of the members of Parliament take place.

Members of Parliament:—COUNTY; Lord Richard Grosvenor (L.), London residence, 33, Upper Grosvenor Street, W. BOROUGH; Sir John Hanmer, Bart. (L.), London residence, 59, Eaton Place, S.W.

Rail from London (Euston Square) to Chester, 6.15, 7.15, 9, 9.5, and 11 A.M.; 2.45, 5, 8.25, and 9.15 P.M.; and thence by local line. Through fare, 33*s*. 4*d*.

Hotel:—Ship.

T. M. from London, 1*s*. 6*d*.

FLORENCE, cap. of kingdom of Italy, on both sides of the Arno, lies 60 m. S. by W. Bologna, 68 m. E.N.E. Leghorn, and 187 m. N.W. Rome, on the railway from Rome to Milan; lat. 43° 46′ N., lon. 11° 17′ E. Pop. 200,000. Florence stands in a delightful plain, surrounded by the Apennines, and is well built and encircled by walls. The Arno intersects it from S.E. to N.W., and is crossed by five bridges. Florence contains many magnificent edifices and squares, adorned with statues, columns, or fountains; there are nearly 200 churches and convents, 2 royal palaces, 12 hospitals, and nearly a dozen theatres. The streets are admirably paved, and the houses are substantial. The Piazza Reale is the largest square. The S. Trinita bridge and Ponte Vecchio afford fine views of the river. The Duomo, or cathedral, is a vast edifice, and stands in a spacious square; the church of Sante Croce contains the tombs of Michael

Angelo, Galileo, Machiavelli, and Alfieri. The church of San Lorenzo contains the celebrated Laurentian library of 120,000 volumes. The Palazzo contains the public offices. The Palazzo Pitti is the ordinary residence of the king; attached are the Boboli gardens and the botanical garden. In the Riccardi palace is a gallery containing *chef-d'œuvres* of statuary, especially the Venus de Medici, discovered in the 16th century in the Villa Hadriana, near Tivoli. The literary and educational institutions of Florence are numerous; at the head of them is the Academia della Crusca, to which the ancient university has been united. Dante, Petrarch, Boccaccio, Cosmo and Lorenzo di Medici, Galileo, Michael Angelo, Leonardo da Vinci, Benvenuto Cellini, Machiavelli, Leo X. and XI., Clement VII., VIII., and XII. were all natives of Florence.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Dijon, Macon, Culoz, Mont Cenis, Susa, Turin, Alessandria, Stradella, Bologna, and Pistoja.

Letters to Italy (except Papal States, for which, *see* ROME), by direct mail:—Under ¼ oz., 6*d.*; ½ oz., 1*s.*; ¾ oz., 1*s.* 6*d.*; 1 oz., 2*s.*; registr. fee, 4*d.*; newspapers, 4 oz., 2*d.* By French packet: under ¼ oz., 6*d.*; ½ oz., 1*s.*; ¾ oz., 1*s.* 6*d.*; 1 oz., 2*s.*; registr. fee, 4*d.*; newspapers, 4 oz., 2*d.* *Viâ* Belgium, under ½ oz., 11*d.*; 1 oz., 1*s.* 10*d.*; registr. fee, 4*d.*; newspapers, 2*d.*, not exceeding 4 oz.

Money:—In Italy 1*l.* sterling = 25 lira; in paper, 26 l. 50 c.; 1 lira = 100 centimes = 10*d.* Gold coins: 100-lire piece = 4*l.*; 80-lire piece = 3*l.* 4*s.* 2*d.*; 40-lire piece = 1*l.* 12*s.* 1*d.*; 20-lire piece = 16*s.* ½*d.*; and 10-lire piece = 8*s.* ¼*d.* Silver coins: 5 lire = 4½*d.*; 2 and 1 lire = 50 and 25 centimes. Copper coins: 1, 3, 5 centimes (1/10*d.*, 3/10*d.*, ½*d.*).

Weights, &c.:—The libra metrica = 2·2046 avoirdupois; the minte = ·8804 imperial quart; the some = 2·7512 imperial bushels; and the metro = 3 feet, English. The weights and measures of the kingdom of Italy are divided according to the metric scale, and are the same as those of France.

Hotel:—Grand Hôtel de l'Europe.

T. M. from London, 7*s.* 6*d.*

FLUSHING (Dutch, *Vliessingen*), a fortified sea-port town of Holland, prov. Zealand, on the W. Scheldt, near the S. extremity of the island Walcheren, 4 m. S.S.W. Middleburgh and 25 m. N.W. Ghent; lat. 51° 26′ N., lon. 3° 35′ E. Pop. 12,000. The town is strongly fortified. Its port is extensive and safe; the largest vessels unload on the quays close to the warehouses. Flushing has a dockyard and a naval arsenal. It has an ex-

tensive trade with both E. and W. Indies; and its trade with England is considerable.

Consul:—Henry D. Ellinckhusysen, Esq.

For route from London, *see* ANTWERP; thence by local steamer.

T. M. from London, 3*s.* 9*d.*

FOLKESTONE, a town and ancient sea-port of England, co. Kent, 6 m. S.W. Dover, and 87 m. from London by S.-Eastern railway, on which it is a principal station, being one of the chief routes to France from the metropolis; lat. 51° 5′ N., lon. 1° 9′ E. Pop. 10,000. The town lies between two cliffs on the English Channel, opposite Boulogne, and has suffered much from the encroachments of the sea. Besides a local trade and fishery, Folkestone derives great advantage from being one of the terminal stations of the S.-Eastern railway. Passengers embark here on the steamers which ply twice daily to Boulogne, in connection with the mail trains from London. During the year 1868, 1842 vessels, of 285,178 tons burden, entered and cleared the port.

Rail from London (Charing Cross station), 6.25 and 9.23 A.M.; 12.38, 2.18, 4.48, 6.35, and 8.50 P.M. Sundays, 7.40 and 7.50 A.M.; 7.5 and 8.50 P.M. Fare, 20*s.* 1st cl.

Hotel:—The Pavilion.

FONTAINEBLEAU, a town of France, dép. Seine-et-Marne, on the railway between Paris and Lyons, 32 m. S.S.E. the former city and 8 m. S. by E. Melun; lat. 48° 24′ N., lon. 2° 42′ E. Pop. 12,000. The town is picturesquely situated, and has broad and well-paved streets. Its chief attraction is the palace, which may be visited any day the court is not present (1 fr.). It is an extensive pile of buildings, and possesses five different courts. It was chiefly built by Francis I., and added to by Henry IV., Louis XV., Napoleon I., and Louis Philippe. Many of the apartments are sumptuously fitted up; but the decorations possess no great artistic merit. Napoleon I. signed his abdication here in 1814. The forest of Fontainebleau is well stocked with deer and pheasants, and affords most delightful rambles.

Rail from Paris (*Chemin de fer de Lyon, Boulevard Mazas*), six trains daily. Fare, 6 fr. 60 c.

Hôtel de Londres.

T. M. from London, 3*s.* 4*d.*

FOO-CHOW (Happy City), a city of China, prov. and cap. Fokien, l. b. Min, 125 m. N.E. Amoy; lat. 26° 5′ N., lon. 119° 23′ E. Pop. 600,000. The tea exported in 1868 amounted to more than 73,000,000 lbs., representing a money value of 4,000,000*l.* sterling. Of this enormous amount the Australian colonies absorbed

as much as 12 millions of pounds, against 6 millions in 1860, the respective quantities proving the increasing population and prosperity of Australia, and the high estimation tea is held in as an article of daily consumption in all parts of the world. The imports during the same year amounted to only 1,700,000*l.*, of which opium from India and Persia formed nearly 800,000*l.*, and nankeens 300,000*l.*

Consul:—Charles A. Sinclair, Esq.

For route, *see* HONG KONG.

T. M. from London, *viâ* Kiachta (*which see*), 112*s.* 6*d.* for 20 words.

FORFAR, a town of Scotland, co. Forfar, 14 m. N. Dundee; lat. 56° 40′ N., lon. 2° 50′ W. Pop. 10,000. The town has several good churches, town-house, county buildings, an academy for languages and other educational institutions, also a mechanics' institute.

Member of Parliament:—COUNTY; The Hon. Charles Carnegie (L.), London residence, 26, Pall Mall, s.w.

Rail from London (King's Cross station) to Edinburgh; thence by local line. Through fare, 80*s.*

Hotel:—Commercial.

T. M. from London, 2*s.*

FORT-DE-FRANCE, a port of Martinique, on N. coast of the island; lat. 14° 46′ N., lon. 61° 7′ W. Pop. 16,000. A handsome town. Harbour excellent, and defended by two ports. Fort-de-France is the seat of the French local government. There is considerable commerce. Fine liqueurs and preserves are exported.

For steamers, *see* Table.

FOWEY, a sea-port of England, co. Cornwall, 25 m. S.S.W. Launceston; lat. 50° 21′ N., lon. 4° 38′ W. Pop. 1500. Principal exports: iron and pilchards. 1648 vessels, of 126,299 tons burden, entered and cleared the port during the year 1868.

Rail from London (Paddington station) to Launceston, *viâ* Plymouth. Fare, 59*s.* 7*d.* 1st cl. Thence by local line.

Hotel:—Ship.

T. M. from London, 1*s.* 6*d.*

FRANCISCO, SAN, *see* **SAN FRANCISCO.**

FRANKFORT-ON-THE-MAINE, a celebrated commercial town and free city of Germany, 49 m. S.E. Coblentz, 70 m. S.E. Cologne, and 17 m. N. by W. Darmstadt; lat. 50° 10′ N., lon. 8° 37′ E. Pop. 80,000. The city is seated in a very fertile plain, on the river Maine, which divides it in two, the city proper on the N., and the suburb Sachsenhausen on the S. side,

which are connected by a fine bridge. Amongst the principal edifices are the 'Dome,' or cathedral, the 'Römer,' or ancient palace, in which the emperors of Germany were elected, and several other palaces, the town-house, many churches, hospitals, and literary, scientific, and charitable institutions. The hotels of Frankfort are amongst the best on the Continent. The manufactures comprise cotton, woollen, and silk fabrics, tobacco, and all branches of printing and engraving. The monetary and banking transactions at Frankfort are a great source of its wealth. Two large and celebrated fairs (*Messe*), at Easter and Michaelmas, are annually held here. Goethe and Amschel Rothschild were born at Frankfort.

Consul:—Theodor Kuchen, Esq.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Cologne, and Mayence. Fare, 91*s.* 2*d.* 1st cl. Or, *viâ* Dover and Ostend, 88*s.* 1*d.*

Letters from England, *viâ* Belgium, under ½ oz., 6*d.*; 1 oz., 1*s.*; registr. fee, 4*d.*; newspapers, 2*d.*, not exceeding 4 oz.

Money (S. Germany):—The sovereign = 11 fl. 36 kr.; the union crown (gold) = 26*s.* 10*d.*; half-crown = 13*s.* 5*d.*; ducat = 9*s.* 3*d.*; the union thaler = 2*s.* 11*d.*; 2-florin piece = 3*s.* 4*d.*; florin = 1*s.* 8*d.*; half-florin (30 kreuzer) = 10*d.*; quarter-florin = 5*d.*; the 6-kreuzer piece = 2*d.*; 3-kreuzer piece = 1*d.*; kreuzer = ½*d.*

Weights, &c.:—The ell = $21\frac{2}{10}$ inches; the foot = $11\frac{2}{10}$ inches; the malter = 3 bushels; the viertel = $1\frac{6}{10}$ gallon; the pound (light) = $1\frac{1}{300}$ pound avoirdupois; the pound (heavy) = $1\frac{1}{10}$ pound avoirdupois; the zollcentner = $110\frac{2}{10}$ pounds. The weight used for gold and silver is the Cologne mark, which weighs 3609 grains.

Hôtel de l'Angleterre.

T. M. from London, 6*s.*

FRANKFORT-ON-THE-ODER, a town in Prussia, province Brandenburg, on the Oder, 50 m. E. by S. Berlin, on the railway from Berlin to Breslau; lat. 52° 20′ N., lon. 14° 32′ E. Pop. 40,000. The city is surrounded by walls; amongst the principal edifices are the government and council houses, post-office, college, theatre, hospital, several ancient churches, synagogues, &c. Three large fairs are held here annually, attended by a great number of merchants and dealers from foreign countries, as well as from Germany. Besides the woollens, linens, silks, &c., furnished by the city and environs, and the various raw and manufactured products of the Prussian and other German states, very large quantities of British, French, and other foreign goods are disposed of at these fairs, for exportation to Poland, Galicia, Russia, and Bohemia.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Cologne, and Berlin.

Hotel:—Kaiser von Russland.

T. M. from London, 6*s*.

FREIBURG, a town of the grand duchy of Baden, Upper Rhine, on the Dreysam, 32 m. N.E. Basel, on the railway from Frankfort-on-the-Maine to Basel; lat. 47° 26′ N., lon. 7° 53′ E. Pop. 18,000. The city is well built, has several good squares, and numerous public edifices. The 'Munster' is one of the most perfect Gothic buildings in Germany. The university has about 600 students, and a very fine library. There are some paper-mills, bleaching and dye works, and manufactures of chemicals and soap.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Cologne, Mayence, Heidelberg, and Freiburg.

Hotel:—Zahringer Hof.

T. M. from London, 6*s*.

FROME, a town and parliamentary borough of England, co. Somerset, 12 m. S. Bath, and 106 m. W. by S. London by Gt. Western railway; lat. 51° 14′ N., lon. 2° 20′ W. Pop. of parliamentary borough, 10,000. It is seated on the river of same name, has an ancient church, market-house, and union, and some good ale-breweries and cloth factories.

Member of Parliament:—Thomas Hughes, Esq. (L.), London residence, 33, Park Street, Grosvenor Square, W.

Rail from London (Paddington station), 6, 9.15, 10.10, and 11.45 A.M.; 4.50 P.M. Fare, 24*s*. 6*d*. 1st cl.

Hotel:—The Crown.

T. M. from London, 1*s*. 6*d*.

FUNCHAL, the capital of Madeira, lies on the E. coast of the island, in lat. 32° 57′ N., lon. 16° 54′ W., around a bay in the form of an amphitheatre, and for a distance of nearly a mile, the hills filling up the background. The principal buildings are the governor's and bishop's residences, cathedral, theatre, &c. A spacious and commodious lazaretto has been built last year at the E. side of the bay. The anchorage is in deep water, but unsafe in autumn and winter. The environs of Funchal are delicious, and the climate mild and salubrious. Invalids from Europe frequently recruit their health here.

The chief article of commerce is the wine grown in the island, which only produces about two-thirds of its consumption of cereals. The imports and exports are steadily increasing, the former from 180,000*l*. in 1863 to 250,000*l*. in 1868, the latter

from 80,000*l.* in 1863 to 120,000*l.* in 1868. The sugar-cane crop yielded about 700 tons of sugar last year, and about 200,000 gallons of spirits. The annual vintage yields about 4000 pipes of wine. Of the 300 vessels which annually enter this port, about 200 sail under the British flag.

For steamers, *see* MADEIRA.

Letters from England to Madeira, ½ oz., 6*d.*; 1 oz., 1*s.*; registr. fee, 4*d.*; newspapers, 2*d.*

Money, weights, &c., same as Portugal.

FURRUCKABAD, a city of Hindostan, N. W. provinces, and cap. of district of same name, 100 m. E.N.E. Agra, on the r. b. of the Ganges; lat. 27° 10′ N., lon. 79° 25′ E. Pop. 70,000. The city is enclosed by a wall, and is one of the most thriving places in the N. W. provinces. The authorities of the district do not reside at Furruckabad, but at Futtehghur, distant 30 m.

Route from Calcutta, by E. Indian railway, to Agra, 906 m.; thence by dâk,

T. M. from London, 57*s.*

GAINSBOROUGH, a sea-port of England, co. and 16 m. N.W. Lincoln, on the Trent, 167 m. from London by Gt. Northern railway; lat. 53° 24′ N., lon. 0° 47′ W. Pop. 8000. Principal buildings: town-hall, theatre, church, &c. Imports: linseed, rapeseed, bones, and timber. Exports: hardware and manufactured goods. 343 vessels, of 17,025 tons burden, entered and cleared the port during the year 1868.

Rail from London (King's Cross station), 7.40 and 9 A.M.; 12 P.M. Fare, 26*s.* 7*d.* 1st cl.

Hotel:—White Hart.

T. M. from London, 1*s.* 6*d.*

GALASHIELS, a town of Scotland, cos. Roxburgh and Selkirk, 33 m. S. Edinburgh, on the N. B. railway, and 365 m. from London by railway; lat. 55° 57′ N., lon. 2° 49′ W. Pop. 7000. It has ten churches, several libraries, a mechanics' institute, museum, and extensive manufactures of shawls, plaids, and tweeds.

Rail from London (Euston Square station), 10 A.M. and 9 P.M. Fare, 67*s.* 1st cl.

Hotel:—

T. M. from London, 2*s.*

GALATZ, or **GALACZ**, a town and the principal port of Moldavia, on l. b. of the Danube, 14 m. N.E. Brahilow; lat. 45° 23′ N., lon. 28° 3′ E. Pop. 80,000. Its great articles of export are wheat and Indian corn, rye, tallow, wool, butter, timber, staves, hides, wax, wine, and skins; the principal imports being olive and other oils, manufactured goods, hardware, and colonial produce. Vessels up to 400 tons can come up to the town.

Consul:—G. Bourchier Ward, Esq. For the Delta of the Danube, Lt.-Col. John Stokes.

Steamers of the Austrian Lloyd's leave Constantinople for Galatz, Saturdays, 4 P.M.; returning Fridays, 8 A.M. Through fare from Constantinople, 111*s.* 6*d.* Steamers of the Messageries Impériales leave Constantinople for Galatz, Mondays, at noon; returning Sundays, noon. Through fare from Marseilles, 21*l.* 1*s.*; from London, 26*l.* 0*s.* 9*d.* Steamers of Mare Fraissinet, père et fils (Place Royale, 6, Marseilles), leave Marseilles for Galatz, *viâ* Constantinople (*change steamers*), 1st, 11th, and 24th of each month.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Cologne, Frankfort, Wurzburg, Ratisbon, Linz,

and Vienna. Thence by steamer, once a-week, to Galatz. A shorter route, by rail, *viâ* Dresden, Breslau, Cracow, Lemberg, and Tchernovitz, is in progress.

T. M. from London, 9*s.*

GALLE (POINT DE), *see* **POINT DE GALLE.**

GALLIPOLI, a fortified sea-port of S. Italy, 29 m. W.S.W. Lecce, on a rocky islet in the Gulf of Taranto, connected by a bridge with its suburb, Lizza, on the mainland; lat. 40° 3′ N., lon. 17° 58′ E. Pop. 10,000. It has a cathedral and a castle, and is noted for its cisterns, excavated in the rock, and peculiarly adapted for clarifying olive-oil. ST. ANDREA island is 1 m. W., between which and the town is a harbour, with from 10 to 12 fathoms water; and this port is one of the most frequented in S. Italy, as the great mart for the oil of Apulia.

Consul:—Alexander Zarb, Esq.

Steamers of the Italian Steam-packet Co. (Peirano, Danovaro, & Co.) touch at this port fortnightly, *en route* from Genoa to Ancona, and *vice versâ*.

T. M. from London, 7*s.* 6*d.*

GALLIPOLI, a sea-port town of Turkey, on a headland at the point where the Hellespont unites with the Sea of Marmora, 90 m. S. Adrianople and 128 m. W. by S. Constantinople; lat. 40° 24′ 30″ N., lon. 26° 39′ 45″ E. Pop. 17,000. The town is a miserable place; the bazaars are, however, extensive and well furnished. There are two ports, a N. and S., which frequently harbour the Imperial fleets, Gallipoli being the chief station of the capitan-pasha. It has manufactures of cottons, silk, and the best morocco leather in Turkey. A part of the Anglo-French army landed here in 1854 for the protection of Turkey.

Steamers of the Messageries Impériales leave Constantinople for Gallipoli, Fridays, 4 P.M.; 3rd, 13th, and 23rd, at the same hour; returning respectively Wednesdays, 10 P.M., and 9th, 19th, and 29th, 2 P.M. Through fare from Marseilles, *viâ* Smyrna, 16*l.* 7*s.* 6*d.*; through fare from London, 20*l.* 7*s.* 3*l.* Steamers of the Austrian Lloyd's leave Constantinople for Gallipoli, Thursdays and Saturdays, 4 P.M.; returning Tuesdays at 1.30 P.M., and Wednesdays at 9 A.M. Through fare from Constantinople, 32*s.* 6*l.* Steamers of the 'Compagnie Marc Fraissinet, père et fils' (Place Royale 6, Marseilles), leave Marseilles for Gallipoli, 1st, 11th, and 24th, 8 A.M. Fare, 300 fr. 1st cl.

Letters to Gallipoli, by French packet, *viâ* Marseilles, under ¼ oz., 6*d.*; ½ oz., 1*s.*; ¾ oz., 1*s.* 6*d.*; 1 oz., 2*s.*; registr. fee, 6*d.* ¼ oz.; newspapers, 2*d.*, not to exceed 4 oz. *Viâ* France and Trieste, under ¼ oz., 8*d.*; ½ oz., 1*s.* 2*d.*; ¾ oz., 1*s.* 10*d.*; 1 oz.,

2*s.* 4*d.*, registr. fee, 4*d.*; newspapers, 4*d.*, not exceeding 4 oz. *Viâ* Belgium, *see* CONSTANTINOPLE.

T. M. from London, 9*s.*

GALVESTON, a rising sea-port town, U. States, Texas, cap. co. of the same name, at the mouth of the bay at the N.E. extremity of Galveston Island, and on the Galveston, Houston, and Henderson railway, 450 m. from New Orleans, 230 from Austin; lat. 29° 19′ N., lon. 94° 48′ W. Pop. 12,000. The harbour, the best in the state, has 12 ft. of water at low tide, and is well provided with wharves, docks, &c. The exports from the port of Galveston are chiefly cotton, wool, hides, and cattle, a quarter of a million of hides having been exported from this port during last year, besides 30,000 head of cattle: 40,000 bales of cotton were shipped in 1868 to England. The British imports consist chiefly of iron, tin, salt, coal, gunny-cloth, beer, &c. During the past year several factories have been established for the purpose of curing and preserving meat; and cotton and woollen factories have been erected.

Consul:—A. T. Lynn, Esq.

Steamers run monthly from Liverpool to Galveston and Houston. A mail steamer leaves New York for Galveston once a fortnight (Williams & Guion, 71, Wall Street, New York). Steamers run daily from and to New Orleans.

Hotel:—Island City House.

T. M. from London, 45*s.*

GALWAY, a town and sea-port on the W. coast of Ireland, at the mouth of the Corrib, 113 m. W. Dublin, on the terminus of the Midland Gt. Western railway; lat. 53° 15′ N., lon. 9° 3′ W. Pop. 25,000. The town is situated principally on the E. side of the river, which is crossed by two bridges. The new town contains several wide streets. The suburb Claddagh, inhabited by fishermen, lies on the W. side of the river. Galway is not a manufacturing town; beautiful marble slabs are, however, exported from here to England and the U.S. The salmon fishery is valuable. An extensive dock and a lighthouse have been erected; and the bay north of the island now forms an excellent roadstead, used for a time by the large mail steamers which, by contract with the Government, ran from Galway to America. Last year 261 vessels, of 36,759 tons burden, entered and cleared the port.

Members of Parliament:—COUNTY; W. H. Gregory, Esq. (L.), London residence, 19, Grosvenor Street West, s.w.; Viscount Burke (L.), London residence, 15, Albany, w. CITY; Viscount St. Lawrence (L.), London residence, 14, St. James's Place, s.w.; Sir R. Blennerhassett, Bart. (L.), London residence, Brooks's Club, s.w.

Route from London (Euston Square station), *viâ* Holyhead and Kingstown.
Hotel :—Royal.
T. M. from London, 4*s*.

GAMBIA, *see* **BATHURST.**

GATESHEAD, a town of England, on the Tyne, co. Durham, 14 m. N. by W. Durham, and 293¾ m. from London by the Gt. Northern and York, Newcastle, and Berwick railways. Pop. 40,000. There are extensive iron and brass foundries, wire and rope manufactories, glass and chemical works, besides manufactories for glue, whiting, paper, vinegar, &c. On the manufacture of locomotives more than 1000 hands are employed. In the immediate vicinity of the town are extensive collieries.
Member of Parliament :—Rt. Hon. Sir W. Hutt, K.C.B. (L.), London residence, 2, Grosvenor Square, w.
Rail from London (King's Cross station), *viâ* Newcastle. Fare, 53*s*. 3*d*. 1st cl.
Hotel :—Black Bull.
T. M. from London, 2*s*.

GATTO, *see* **BENIN.**

GEELONG, a town of the colony of Victoria, 45 m. S.W. Melbourne, at the head of a deep inlet on the W. side of Port Phillip; lat. 38° 7′ S., lon. 144° 35′ E. Pop. 25,000. The harbour is large and sheltered, but has a bar at its entrance, which has been deepened from 9½ to 14 ft. by dredging. The inner harbour is called Corio Bay. The town is favourably situated for health and good drainage. There is daily steam and railway communication with Melbourne on the N.E., and Castlemaine and Ballarat on the N.W. Electric telegraph communication with Melbourne and Port Phillip Heads.
For steamers from England, *see* MELBOURNE.

GENEVA, a town of Switzerland, on the Rhone, at its outlet from W. extremity of lake of same name, 83 m. S.W. Bern; lat. 46° 12′ N., lon. 6° 7′ E. Pop. 42,000. The principal public buildings are a Gothic cathedral, university, academy, college, school of arts and manufactures, observatory, museum of natural history, several Lutheran and Roman Catholic churches, and a botanic garden. A hydraulic machine raises the water of the river for the supply of the public fountains. The chief manufactures are watches, musical boxes, chronometers, mathematical instruments, jewellery, cutlery, fire-arms, and musical instruments. It has a quay along the river, and an active transit trade on the lake. LAKE LEMAN, the Lake of Geneva, is 45 m. long, and from 1½ to 9 m. broad. Its height above the sea-level is

1230 ft., and its greatest depth 984 ft. The Rhone traverses the lake from E. to W. The water is fine and transparent, and contains many fish. Remarkable risings (*seiches*) take place occasionally from 1 to 4 ft., which last less than half an hour. The banks of the lake are most picturesque. Steamers ply between Geneva and Bouveret, and Geneva and Villeneuve, touching at intermediate places.

Consul:—Arundel Mackenzie, Esq. Vice-Consul:—William L. Reynolds, Esq.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Aix-la-Chapelle, Cologne, Mayence, Carlsruhe, Freiburg, Neufchâtel, and Lausanne. Through fare, 140*s.* 1st cl.

Hôtel des Bergues.

T. M. from London, 5*s.* 10*d.*

GENOA, a fortified sea-port of Italy, at the head of gulf of same name, in the Mediterranean, 79 m. S.E. Turin, on the railway from Turin to Rome; lat. 44° 24′ E., lon. 8° 54′ E. Pop. 130,000. Two moles protect the harbour. The city rises amphitheatre-wise, round the water's edge, to the height of 500 to 600 ft. It has a double line of fortifications; the inner one encloses the city itself, on the N. and E. sides of the port; the outer line extends from either angle of the port back to the summit of the hills; they are 10 m. in length. The architecture of the city is grand in its style, and admirable in its materials. Its palaces are numerous. The common houses are of stone, plastered with stucco; the better class, of marble. The palace of Doria is the largest and finest. There are more than 30 churches and 70 convents and monasteries, many of them ornamented with the finest works of the great masters, three large hospitals, an exchange, and three theatres, with an opera; also a university possessing a large library, and botanic garden. The city is well supplied with water brought by an aqueduct from the little river Bisagno, immediately E. of the outer walls; and it is the entrepôt of a large extent of country, and being a free port there is no duty for exportation. The exports are olive-oil, rice, fruits, cheese, rags, steel, argol, silks, damasks, velvets, paper, soap, works in marble, alabaster, and coral. The imports are cotton and woollen stuffs, corn, sugar, salted fish, spices, coffee, indigo, iron, naval stores, hardware, wool, tobacco, and lead. The value of the imports amounts to 10,000,000*l.* annually, and of the exports 4,000,000*l.* About 3000 vessels of all nations enter and clear the port annually.

Consul:—Montagu Yeats Brown, Esq. Vice-Consul:—Henry de Thierry, Esq.

The steamers of Marc Fraissinet, père et fils, leave Mar-

seilles for Genoa, Mondays and Thursdays, 8 P.M. Fare, 58 fr. 1st cl.

Steamers of Messrs. Handyside and Henderson (Anchor line), 51, Union Street, Glasgow, leave Glasgow for Genoa, Saturdays. Fare, 12*l.* 12*s.* 1st cl.

Mediterranean steamers (Messrs. Burns and McIver, 1, Rumford Street, Liverpool) leave Liverpool for Genoa every third week—fare, 13*l.* 13*s.* 1st cl. Steamers of Messrs. Bibby, Sons, & Co., 21, Watson Street, Liverpool, leave Liverpool for Genoa, Fridays—fare, 13*l.* 13*s.* 1st cl.

This port is the entrepôt of the Italian Steam-packet Co. (Peirano, Danovaro, & Co.), whose steamers run fortnightly between Genoa and Ancona, touching at intermediate ports.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris (arr. *Chemin de fer du Nord*, dep. *Chemin de fer de Lyon*), Dijon, Macon, Culoz, St. Michel, Turin, and Alessandria. The new railroad from Genoa to Nice is open to the public as far as Savona.

Hotel:—The Royal,

T. M. from London, 7*s.* 6*d.*

GEORGE TOWN, *see* **DEMERARA.**

GHENT, a famous city of Belgium, at the confluence of the Scheldt and Lys, 30 m. N.W. Brussels, 30 m. W.S.W. Antwerp, and 23 m. S.E. by E. Bruges, on the railway from Brussels to Ostend.; lat. 51° 4′ N., lon. 3° 45′ E. Pop. 130,000. The town has numerous fine public edifices, and many of the private houses are well built and handsome. The square of St. Peter is one of the largest in Belgium. The cathedral is a magnificent structure, but the finest building is the palace of the university. Ghent has numerous manufactures of lace, silk, cotton, linen and woollen fabrics, sugar-refineries, gin-distilleries, breweries, &c. Products: corn, flax, tobacco, and madder; and, besides its manufactured produce, Ghent has a very extensive transit trade.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Lille, Mouscron, and Courtray.

Hôtel de la Poste.

T. M. from London, 2*s.* 6*d.*

GIANT'S CAUSEWAY, a celebrated basaltic formation on the N. coast of Ireland, Ulster, co. Antrim, 2 m. N.N.E. Bushmills. The causeway is a platform projecting into the sea, and resembles a pier of about 700 feet long, 350 feet high, and varying to about 30 feet above the strand. It is separated by trap-

rock dykes into three divisions, comprising together about 40,000 polygonal columns, each consisting of many pieces. Nearest town by rail, Coleraine (*which see*).

GIBRALTAR (Arabic, *Gibel-Tarik*, Hill of Tarik), the *Calpe* of the Greeks, a town and strongly-fortified rock, in the S. of Spain, and belonging to Great Britain; it lies 61 m. S.E. Cadiz and 312 m. S.S.W. Madrid; lat. 36° 9′ N., lon. 5° 21′ W. Pop. 16,000. The highest point of the rock of Gibraltar is about 1400 feet above sea-level; its N. face is almost perpendicular, while its E. side is full of tremendous precipices. On its S. side it is almost inaccessible, making approach from seaward impossible; the W. side, again, although nearly as rugged and precipitous as the others, slopes towards the sea; and here the rock is secured by extensive and powerful batteries, rendering it apparently impregnable. St. Michael's Cave is a remarkable natural formation of stalactite in the rock of Gibraltar, situated about three parts up the rock. Local tradition says that there is a passage leading from it under the strait to Tangiers on the African coast. The monkeys which abound on the rock are tail-less, like the Manx cats. When seen from ship's deck, no appearance of vegetation presents itself on the rock, the whole having a barren and forbidding aspect; but it is not in reality so destitute in this respect as it seems, acacia, fig, and orange trees growing freely.

The town of Gibraltar is situated on the W. side of the Peninsula, terminating in EUROPA POINT, and fronts the bay. The principal buildings are the governor's and lieutenant-governor's houses, the admiralty, naval hospital, victualling office and barracks, and a handsome theatre. Gibraltar is a free port; and, as such, is the entrepôt for the distribution of British manufactures to the Barbary States.

Steamers of the Messageries Impériales leave Oran for Gibraltar, Saturdays, 8 P.M.; returning Fridays, 9 P.M.

Steamers of Messrs. Bibby, Sons, & Co., 21, Water Street, Liverpool, leave Liverpool for Gibraltar, Fridays—fare 10*l*.

The Mediterranean steamers of Messrs. Burns and McIver, 1, Rumford Street, Liverpool, leave Liverpool for Gibraltar three times a-month—fare 10*l*.

Steamers of Messrs. Handyside and Henderson (Anchor line), 51, Union Street, Glasgow, leave Glasgow for Gibraltar every Saturday—fare, 16*8s*.

Steamers of Messrs. Ryde & Co., 155, Fenchurch Street, E.C., leave London for Gibraltar once a-month.

Steamers of the 'Ligne Péninsulaire' (E. Grosos, Havre, director) leave Havre for Gibraltar, 1st, 11th, and 21st of each month.

For steamers from Southampton, *see* Table.

Letters to Gibraltar, *viâ* Southampton, under ½ oz., 6*d.*; 1 oz., 1*s.*; registr. fee, 4*d.*; newspapers, 1*d.* *Viâ* France, under ½ oz., 6*d.*; ½ oz., 1*s.*; ¾ oz., 1*s.* 6*d.*; 1 oz., 2*s.*; registr. fee, 4*d.*; newspapers, 3*d.*

Money:—1*l.* sterling = 4 dollars 9 reals; 1 dollar = 12 reals = 4*s.* 2*d.* The gold doubloon = 66*s.* 8*d.* English money is in general use. Money-orders up to 10*l.* may be sent from England to Gibraltar on payment of 9*d.* for a sum not over 40*s.*; 1*s.* 6*d.* not above 5*l.*; and 3*s.* for sums from 7*l.* to 10*l.*

Hotel:—Mrs. Crosby's Club House.

T. M. from London (post from San Roque), 7*s.* 6*d.*

GIESSEN, a town of W. Germany, Hesse Darmstadt, on the Lahn; 47 m. N. by E. Darmstadt, and 49 m. E.N.E. Coblentz, on the railway from Cassel to Frankfort-on-the-Maine. Pop. 10,000. It is notable for its educational establishments and university, having annually from 400 to 500 students.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Cologne, Coblentz, and Mayence.

Hôtel Kuhne.

T. M. from London, 6*s.*

GIGELLY, *see* **DJIDJELLY.**

GIGLIO, an island in the Mediterranean, 10 m. S.W. Mount Argentaro; lat. 42° 18′ N., lon. 10° 58′ E. Pop. 2000. It is 5 m. in length, N.W. to S.E., mountainous, and fertile. Principal products, wine, timber, marble, and fish.

Steamers leave Livorno for Giglio every Wednesday, 9 A.M.

GIRGENTI, a city of Sicily, on the slope of a mountain, nearly 1200 feet above the sea, from which it is about 3 m. distant; lat. 37° 18′ N., lon. 13° 23′ E. Pop. 18,000. The port on the coast has a mole and two lighthouses. There are magnificent remains of an ancient city and ruins of temples. Girgenti is the chief port of Sicily for the exportation of sulphur.

Consul:—Alfred Oates, Esq.

For route from London, *see* PALERMO or MALTA. Thence by occasional steam or sailing vessel.

GLAMORGAN. For co. members, *see* **CARDIFF.**

GLASGOW, the commercial cap. of Scotland, is situated 47 m. from Edinburgh, and 400 m. from London by Gt. Northern railway; lat. of observatory, 55° 52′ 2″ N., lon. 40° 15′ 54″ W. Pop. 500,000. It has many handsome streets, squares, crescents, and terraces. The river is here crossed by three stone bridges; two of which are very wide and hand-

some structures, and two suspension bridges. The situation of Glasgow is extremely favourable to the development of industry, manufactures, and trade. The cotton-mills and print-works are on a very extensive scale. Glasgow has long been famous for its dyeing in Turkey red and various other colours; and calico-printing is carried on to a vast extent. The iron manufactures are not of less importance. In 1830 there were only 16 smelting furnaces, each producing annually 2500 tons of pig-iron; the furnaces have now increased to 130, producing annually about 1,000,000 tons, value 5,000,000*l*. There are also several malleable-iron works near the city, producing annually 100,000 tons, value upwards of 1,000,000*l*. The coal trade has increased in a marvellous ratio. There are also many distilleries, breweries, glass-works, and other factories. The water supply, of excellent quality and purity, is obtained from Loch Katrine, 40 m. distant.

The following are some of the principal public buildings:—The cathedral, a splendid edifice, the most complete specimen of Gothic architecture in Scotland; the University, or College of Glasgow, which stands at the head of the educational institutions; Royal Exchange, in which is a news-room; Post Office, Inland Revenue offices, Custom House, county buildings; Bank of Scotland, and the City Hall.

Amongst the educational, literary, and scientific institutions,—the High School, Anderson's University, Free Church College, Normal Institution, Normal Seminary, the Academy, Collegiate School, Mechanics' Institute, Glasgow Institution, Model Schools and Training College, Government School of Art, Hutcheson's Hospital and School, the Athenæum, Stirling's Library, Glasgow Library, the Institution of Engineers, Naturalists' Society, and Natural History Society, deserve notice. During last year 8830 vessels, of 2,161,050 tons burden, entered and cleared the port of Glasgow.

Members of Parliament:—CITY; Robert Dalglish, Esq. (L.), London residence, 43, Queen's Gate Terrace, W.; William Graham, Esq. (L.), London residence, 44, Grosvenor Place, S.W.; George Anderson, Esq. (L.), London residence, Reform Club, S.W. GLASGOW AND ABERDEEN UNIVERSITIES; Rt. Hon. J. Moncrieff, London residence, Brooks's Club, S.W.

Steamers leave Glasgow for:—

Ballina, Wednesdays, 4 P.M.

Belfast, *viâ* Greenock, every week-day, 5 P.M.—fare, 12*s*. 6*d*.; *viâ* Ardrossan, Tuesdays, Thursdays, and Saturdays, 8.45 P.M.—10*s*. (G. and J. Burns, 30, Jamaica Street, Glasgow).

Bordeaux, twice monthly—60*s*. (Messrs. Brownlow, Lumsden, & Co., Hull).

Cork and Waterford, Mondays, Wednesdays, and Fridays—17*s.* 6*d.* (Clyde Shipping Company, 2, Oswell Street, Glasgow).

Dublin, *viâ* Greenock, Mondays, Wednesdays, Thursdays, and Fridays, 2 P.M.—15*s.* (Lewis Potter & Co., 72, Great Clyde Street, Glasgow); *viâ* Belfast, week-days, 5 P.M.—22*s.*

Havre, Fridays—40*s.*; Lisbon, Gibraltar, Genoa, Leghorn, Naples, and Sicily, weekly; Tunis, Malta, and Alexandria, fortnightly; Trieste and Venice, do. (Anchor line—Handyside and Henderson, 51, Union Street, Glasgow).

Also, Fridays (Messrs. John and Peter Hutchinson, 69, Great Clyde Street, Glasgow).

HIGHLANDS (*viâ* Greenock), Kirn, Dunoon, Inellan, Rothesay, Kyles of Bute, Tarbert, and Ardrishaig, week-days, 7 A.M.; a second service, Wednesdays and Fridays, 6 A.M., proceeding to Inverary. Also, for Oban, Fort William, and Inverness, daily, 7 A.M. Also (*viâ* Crinan Canal or Mull of Kintire), Mondays and Thursdays, 11 A.M. Also, for Oban, Tobermoree, Portree, and Stornoway, Mondays, at 10 A.M., and Thursdays, at noon, calling at Craigmere, Loch Alen, Salen, Armadale, Glenelgh, Balmacarra, Kyleakin, and Broadford. Also, to Arisaig and Isle Ornsay, Mondays. Also, to Gir Loch and Aultbea, bi-monthly. Also, to Ullapool and Lochinvar, three times a-month (outward voyage only). Also, to Loch Maddy and Tarbert, bi-monthly (outward voyage only). Also, to Inverie and Loch Nevis.

Also, Thursdays, 2 P.M., for Crinan Canal, Oban, Sound of Mull, Loch Alen, Tobermoree, Salen (Loch Sunart), Strontian, Coll, and Tyree (John Wright & Co., 25, Robertson Street, Glasgow). Also (from Greenock, on arrival of 11 A.M. train from Glasgow) for Campbeltown, Gael, and Kintire, week-days (except Monday), 9.30 A.M. (R. M. Dunloch, 22, Anderson Quay, Glasgow).

Liverpool, *viâ* Greenock, Tuesdays, Thursdays, and Saturdays—12*s.* 6*d.* (G. & J. Burns, 30, Jamaica Street, Glasgow; Burns & McIver, 1, Rumford Street, Liverpool).

Also, *viâ* Greenock, Wednesdays and Fridays, 12*s.* 6*d.* (Matthew Langlands, & Sons, 88, Great Clyde St., Glasgow). Also, Tuesdays, 4 P.M. (McArthur Brothers, 47, Oswell Street, Glasgow).

Londonderry, *viâ* Greenock by rail, Mondays, Tuesdays, Thursdays, and Fridays, 4 P.M.—12*s.* 6*d.*; *viâ* Belfast, week-days, 5 P.M.—20*s.* (Alexander A. Laird, 72, Great Clyde Street, Glasgow).

New York, Fridays—12 to 14 guineas (Handyside & Henderson, 51, Union Street, Glasgow; Henderson Brothers, Liverpool and New York; G. Henderson, 58, Lombard Street, London, E.C.).

Plymouth, Tuesdays—20*s*. (Clyde Shipping Co., 2, Oswell Street, Glasgow).

Portrush (*viâ* Greenock), Mondays and Thursdays, 4 P.M. —10*s*.

Quebec and Montreal, Tuesdays—273*s*. (Montreal Ocean Steamship Co., J. and A. Allan, 70, Great Clyde St., Glasgow).

Sligo, Saturdays, 11 A.M.—12*s*. 6*d*. (Alexander A. Laird, 72, Great Clyde Street). All 1st cl.

Rail from London (King's Cross station), 10 A.M.; 8 and 9.15 P.M. Fare, 70*s*. 1st cl.

Hotel:—The Queen's.

T. M. from London, 2*s*.

GLOUCESTER, a city of England, co. Gloucester, on the E. bank of the Severn, 32 m. N. by E. Bristol, and 114¼ m. from London by Gt. Western railway. Pop. 18,000. The city is situated on a high eminence, and has an appearance of wealth and business. The river, which is here divided into two channels by Alney Island, is crossed by two fine bridges. There are several handsome buildings, among which the cathedral, the shire-hall, the town-hall, the county-gaol, and market-house, deserve notice. Since the opening of the Berkeley canal, from Sharpnesse Point to Gloucester, the town has considerable direct trade with the West Indies and the Baltic. 4902 vessels, of 389,824 tons burden, entered and cleared the port last year.

Members of Parliament:—COUNTY; *East*, R. Staynor Holford, Esq. (C.), London residence, Dorchester House, Park Lane, W.; Sir M. E. H. Beach, Bart. (C.), London residence, Carlton Club, S.W. *West*, Lieut.-Colonel R. N. F. Kingscote (L.), London residence, 34, Charles Street, Berkeley Square, W.; Samuel S. Marling, Esq. (L.), London residence, 11, Park Place, St. James's, S.W. CITY; William P. Price, Esq. (L.), London residence, 105, Pall Mall, S.W.; Charles J. Monk, Esq. (L.), 2, Buckingham Gate, S.W.

Rail from London (Paddington station), 6, 9.15, 10.10, and 11.45 A.M.; 2, 4.50, 5.10, 6.20, 8.10, and 9 P.M. Fare, 23*s*. 11*d*. 1st cl.

Hotel:—Wellington.

GLÜCKSTADT, a town of Holstein, Germany, on the r. b. of the Elbe, and 26½ m. N.W. Hamburgh, on a branch of the railway from Hamburgh to Kiel; lat. 53° 47′ N., lon. 9° 26 E. Pop. 7000. It has a good harbour, and communicates by steam-packets with the ports of the Elbe, especially Hamburgh.

Consul:—Julius S. Schenck, Esq.

Route from London, by steamer, to Hamburgh, twice a-week,

from St. Katharine's Wharf (London office, 71, Lombard Street); thence by rail from Altona.

T. M. from London, 6*s*.

GOMBROON, or **BUNDER ABBAS**, a sea-port of Persia, on the Persian Gulf, near its mouth, about 12 m. N.W. the island Ormuz; lat. 27° 18′ N., lon. 56° 30′ E. Pop. 5000. Imports: Indian and other piece-goods and china-ware. Exports: Persian carpets, tobacco, and dried fruits.

Through fare from Southampton, *viâ* Bombay (for steamer, *see* Table) and British India Steam Navigation Company's steamer —95*l*.

T. M. from London, 26*s*.

GOOLE, a river-port of England, W. Riding, co. York, on the Ouse, at the termination of the Aire and Calder navigation, 3 m. S. Howden; lat. 53° 40′ N., lon. 0° 52′ W. Pop. 4000. The harbour is accessible for ships drawing 17 ft. water. There are good docks, and a great traffic in coals is carried on. 3088 vessels, of 353,819 tons burden, entered and cleared the port last year.

Steamers leave Goole for Hull on week-days at 9 A.M.—fare, 1*s*. 6*d*.

Rail from London (King's Cross station) to Knottingley, 7.40 and 10.12 A.M.; 2.45 and 5.25 P.M. Thence by Wakefield and Goole railway. Fare, 33*s*. 4*d*. 1st cl.

Hotel:—The Sydney.

T. M. from London, 1*s*. 6*d*.

GOSPORT, a sea-port of England, co. Hants, 23 m. S.E. Winchester and 89 m. from London by the S.-Western railway, which has a branch line to this place. Pop. 10,000. It is situated on the western side of the entrance to Portsmouth harbour, on a point of land facing the town of Portsmouth (*which see*), from which it is distant, at one part, only half a mile, and with which there is constant intercourse by means of a steam-ferry and a floating bridge, conveying passengers, carriages, horses, and all kinds of merchandise. The town is well built, and has a handsome appearance from the water. It contains a market-house, theatre, house of correction, foundries, breweries, and extensive works connected with the Government establishments, affording employment to a large number of people.

Rail from London (Waterloo station), 7.30, 8.15, and 11.10 A.M.; 1, 3.10, 4.20, and 5.10 P.M. Fare, 15*s*. 1st cl.

Hotel:—Anglesea.

GOTHA, a town of Central Germany, cap. of the above principality, and, conjointly with Coburg, the residence of the

sovereign prince, on the declivity of a hill, the summit of which is crowned by the palace of Friedenstein; 46 m. N. by W. Coburg and 12½ m. W. by S. Erfurt, on the railroad from Leipsic to Frankfort-on-the-Maine. Pop. 16,000. This is one of the best laid out and best built towns of Germany, and is surrounded by handsome boulevards. The palace, called Friedenstein, is an imposing building, conspicuous at a distance, not unlike Windsor Castle in its situation, and surrounded by similar terraces, commanding fine views. Gotha has a large manufactory of porcelain, and produces cotton, woollen, and linen fabrics, yarn, &c.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Cologne, Giessen, Neustadt, Guntershausen, and Eisenach.

Hotel:—Deutscher Hof.

T. M. from London, 6*s*.

GOTTENBURG, a sea-port of Sweden, and the second in that kingdom, in the W. part of which it is situated, at the head of a fiord near the Cattegat, which receives the Goeta, about 260 m. S.W. Stockholm, with which it is connected by railway, and 157 m. S.S.E. Christiania; lat. 57° 39′ N., lon. 11° 59′ E. Pop. 40,000. The entrance to Gottenburg S. is extremely fine; the houses are lofty, the streets wide and well paved, and canals, with rows of trees on either side, abound. The town is defended by three forts. The harbour is the most conveniently situated for foreign trade in Sweden.

After Stockholm, Gottenburg has the most extensive commerce of any town in Sweden, its exports and imports each averaging a million and a half sterling annually. Iron and steel, the former excellent, the latter inferior to that made in England, form the principal articles of export. The next great article of export is timber; the others, linen, sail-cloth, tar, copper, alum, glass, &c. The principal articles of import are sugar, coffee, tobacco, cotton, yarn, twist, salt, indigo, dye-woods, rice, wine, &c.

Consul:—C. F. Engström, Esq. V.-Consul:—F. W. Duff, Esq.

Steamers of Messrs. Phillipps, Graves, Phillipps, & Co., St. Dunstan's House, St. Dunstan's Hill, London, E.C., leave London for Gottenburg, Saturdays; fare, 63*s*. 1st cl.

Steamers of Messrs. Brownlow, Lumsden, & Co., of Hull, leave Hull for Gottenburg, Fridays. The Royal Swedish Mail Steamers of Messrs. Thomas Wilson, Sons, & Co., Hull, leave Hull for Gottenburg, Saturdays, 6 A.M.; returning Fridays, noon; fare, 63*s*. Two steamers of great speed, with spacious and elegant saloons amidships, are being constructed for this

service, and will positively commence running the season, 1870.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Cologne, Hanover, Hamburgh, and Kiel; thence by steamer to Copenhagen, or direct to Malmö, from whence rail, *viâ* Jonköping, to Gottenburg.

Hotel:—Gota Källare.

T. M. from London, 8*s*.

GÖTTINGEN, a town of Prussia, formerly of the kingdom of Hanover, on the railway from Hanover to Cassel, 58 m. S. Hanover and 24 m. N.E. Cassel. Pop. 15,000. The town is pleasantly situated on the banks of the Leine, and is only notable for its university, founded by George II. in 1734.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Cologne, Marburgh, Guntershausen, and Cassel.

Hotel:—Stadt London.

T. M. from London, 6*s*.

GRANADA, a famous city of Spain, cap. of the above prov. and kingdom, on the N. side of the Sierra Nevada, and at the juncture of the rivers Darro and Xenil, in a mountainous region, 2300 feet above the sea, 116 m. E. by S. Seville, with which it is connected by railway, and 217 m. S. by W. Madrid; lat. 37° 18′ N., lon. 3° 50′ W. Pop. 65,000. The chief attraction for travellers is the palace of the Alhambra, which is perched on a high hill and overlooks the city. Granada formerly had extensive factories of velvets, silks, and ribbons, but its industry is at present in a low state.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Tours, Bordeaux, Bayonne, Madrid, Cordova, and Loja (junc.).

Hotel:—Fonda de la Victoria.

T. M. from London, 7*s*.

GRAN PARA, *see* **PARA**.

GRANGEMOUTH, a sea-port of Scotland, co. Stirling, on the Carron and the Forth and Clyde canal, 11 m. S.S.E. Stirling, and 420 m. from London by Gt. Northern railway; lat. 56° 3′ N., lon. 3° 47′ W. Pop. 2000. It has a custom-house, bank, extensive quays and warehouses, graving-docks, shipbuilding slips, and a harbour for vessels drawing not more than 12 feet water. 2500 vessels, of 481,054 tons burden, entered and cleared the port during the year 1868.

Rail from London to Glasgow (King's Cross station), 10 A.M.; 8 and 9.15 P.M. Fare, 70*s.* 1st cl.

Hotel:—

T. M. from London, 2*s.*

GRANTHAM, a town and parliamentary borough of England, co. Lincoln, 105¼ m. from London by Gt. Northern railway. Pop. of parliamentary borough, 12,000.

Members of Parliament:—Hon. F. J. Tollemache (L.), London residence, Athenæum Club, S.W.; Capt. H. A. H. Cholmeley (L.), London residence, 10, Upper Belgrave Street, S.W.

Rail from London (King's Cross station), 7.40, 9, 10, and 12 A.M.; 1.15, 2.45, 5, 5.25, 8, and 9.15 P.M. Fare, 19*s.* 1st cl.

Hotel:—The Angel and Royal.

T. M. from London, 1*s.* 6*d.*

GRANTON, a port of Scotland, on r. b. of Frith of Forth, 3 m. N.W. Edinburgh and 400 m. from London by Gt. Northern railway. It is a ferry station of the N. British and Caledonian railways; has a pier 1700 feet long, four jetties, and a light-house with fixed light. On the E. and N.W. it is protected by breakwaters. There are a ship-building dock, patent slips, and steam-cranes. 865 vessels, of 254.158 tons burden, entered and cleared the port during the year 1868.

Rail from London to Edinburgh (King's Cross station), 10 A.M.; 8 and 9.15 P.M. Fare, 70*s.* 1st cl.

Hotel:—*See* EDINBURGH.

T. M. from London, 2*s.*

GRANVILLE, a fortified sea-port of France, at the foot of a promontory projecting into the English Channel, 30 m. S.W. St. Lô; lat. 48° 50′ 7″ N., lon. 1° 35′ 57″ W. Pop. 20,000. It has a citadel, custom-house, and granite mole; extensive cod, oyster, and whale fisheries, and likewise trade with E. and W. Indies and Channel Islands.

Consul:—Robert May, Esq.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Argentan, Flers, and Vire; thence by diligence.

T. M. from London, 3*s.* 4*d.*

GRATZ, a city of Austria, cap. Styria, on both sides the Mur, a tributary of the Drave, 82 m. N.E. Laybach, 88 m. N.N.W. Agram, and 89 m. S.W. Vienna, on the railway from Vienna to Trieste; lat. 47° 4′ N., lon. 15° 26′ E. Pop. 65,000. It is, next to Vienna, Prague, and Trieste, the largest, most populous, and most important city of Austria. Its situation is most picturesque: all round its plain, through which the large and rapid river

flows, amidst cornfields and rural hamlets, rises an amphitheatre of hills, and beyond these are the lofty mountain masses of Upper Styria and Carinthia, covered during the greater portion of the year with snow. The Johanneum, so called from its founder, Archduke John, is a noble institution. It is designed to encourage art and science generally, and the manufactures of the duchy in particular, by the delivery of gratuitous lectures and the formation of a library, and a collection of minerals and other productions. The educational establishments, in addition to the university, include fifteen schools for general education, and a number more for special purposes. The manufactures of Gratz consist of woollen, cotton, and silk tissues, leather, and numerous articles of iron-ware. The trade is chiefly in iron, timber, flax, hemp, and seeds.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Cologne, Mayence, Darmstadt, Wurzburg, Nuremberg, Regensburg, Passau, and Vienna. Thence by Sudbahn to Gratz.

Hotel:—Archduke Johann.

T. M. from London, 6*s*.

GRAVESEND, a sea-port and parliamentary borough of England, co. Kent, on the S. b. of the Thames, 20 m. E. by S. London by road, and 24 m. by North Kent railway. Pop. 20,000. That part of the town which adjoins the river has steep, narrow, inconvenient, dirty-looking streets; but the upper and more recent part is built in better taste, with wide streets, neat and cheerful residences, and pretty gardens. On the opposite side of the river, which is here about 1 m. broad, is Tilbury Fort, with which there is communication by a steam-ferry.

The port of London terminates here. Steamers ply almost every hour between London (Charing Cross pier) and Gravesend; they take in passengers at intermediate piers, and make the trip in about 3 hours, the distance being 30 m. by water. Numerous trains run from Charing Cross and London Bridge stations, the trip being accomplished by train, all stoppages included, in less than an hour. Fare, 3*s*. 6*d*. 1st cl.

Member of Parliament:—Sir C. J. Wingfield, K.S.I. (L.), London residence, 63, St. James's Street, S.W.

Hotel:—Terrace.

GREAT MARLOW, a town and parliamentary borough of England, co. Bucks, 28¾ m. from London by Gt. Western railway. Pop. of parliamentary borough, 7000.

Member of Parliament:—T. O. Wethered, Esq. (C.), London residence, 38, Cumberland Place, W.

Rail from London (Paddington station), 8 and 10.55 A.M.; 12.41, 5, and 8.10 P.M. Fare, 5*s.* 3*d.* 1st cl.

Hotel:—The George and Dragon.

GREENLAW, a town and parliamentary borough of Scotland, 20 m. W.S.W. Berwick-on-Tweed. Pop. 2000. The town lies on the Blackadder, and has a county-hall and gaol.

Member of Parliament for co. BERWICK:—David Robertson, Esq. (L.), London residence, 56, Upper Brook Street, W.

For rail from London, *see* BERWICK-UPON-TWEED; thence by local line.

T. M. from London, 2*s.*

GREENOCK, a sea-port of Scotland, co. Renfrew, on the S. side of the Frith of Clyde, which is here between 3 and 4 m. wide, 22¼ m. W.N.W. Glasgow by rail, and 427¼ m. from London by N.-Western railway; lat. 55° 56′ 54″ N., lon. 4° 45′ 15″ W. Pop. 50,000. The principal structures are the custom-house, extensive quays, a fine town-hall, many churches and chapels, the Watt Institute, a public library, a good academy, &c. The new Albert harbour contains 3700 ft. of quay berths, and 9 acres of water. Depth of Victoria and Albert harbours at low water, 14 ft., at high tides, 24 ft. There are large steam-cranes for lifting machinery. A large trade in ship-building and engine-making is carried on; ocean steamers of the greatest size and power are built for every port in the world. There are many sugar-refining works, rope, sail-cloth, and paper factories, an extensive foreign trade, and a large steam traffic coastwise. During last year, 3073 vessels, of 714,522 tons burden, entered and cleared the port of Greenock.

Member of Parliament;—James J. Grieve, Esq. (L.), London residence, 10, Charles Street, St. James's, S.W.

For steamers, *see* GLASGOW.

Rail from London (Euston Square station), *viâ* Crewe and Lancaster, 10 and 11 A.M.; 8.40 and 9 P.M.; thence by local line. Fare, 70*s.* 1st cl.

Hotel:—The Tontine.

T. M. from London, 2*s.*

GREENWICH, a town of England, on the S. bank of the Thames, co. Kent, 4½ m. E.S.E. London by S.-Eastern railway. Pop. 50,000. Greenwich, which is in fact now a mere suburb of the metropolis, is a thriving town, but without any particular trade or manufacture; the business of the place being hitherto derived from its public establishments, from affluent families residing in or near it, and from the shipping and craft on the river.

Greenwich Hospital stands most conspicuously on the bank of

the river, on an elevated terrace nearly 900 ft. long, and covers an area of 40 acres. It consists of four quadrangular piles, built principally of Portland stone, each bearing the name of the sovereign in whose reign it was erected, namely, King Charles, Queen Anne, King William, and Queen Mary. The establishment is temporarily closed, as far as the invalids and pensioners are concerned.

Greenwich Park is well stocked with venerable and very fine old trees and deer, and furnishes from its higher part magnificent views of the metropolis and its vicinity. On an eminence, 160 ft. above the river, is the Royal Observatory, erected by Charles II. for the celebrated Flamsteed, and fitted up with telescopes and other astronomical instruments. The upper part forms the observatory, the lower being used as the residence of the Astronomer Royal.

The longitudes of all English charts and maps, and also of the United States, are reckoned from this observatory; and the captains of ships take their time as given here at 1 P.M. daily. It is 2° 20′ 15″ W. from Paris, and 18° 9′ 45″ E. from Ferro, from which respectively the French and Germans reckon their longitude.

Members of Parliament:—Alderman David Salomons (L.), London residence, 26, Great Cumberland Place, W.; Rt. Hon. W. E. Gladstone (L.), London residence, 11, Carlton House Terrace, S.W.

Rail from London (Charing Cross, Cannon Street, and London Bridge stations), nearly every hour. Fare, 1*s.* 1st cl.

Steamers leave London (Charing Cross pier) every half-hour, and call at all intermediate stations.

Hotel:—Ship.

GREIFSWALDE, a sea-port of Prussia, prov. Pomerania, 3 m. from the Baltic, and 18 m. S.E. Stralsund, on the railway from Berlin to Stralsund; lat. 54° 5′ N., lon. 13° 21′ E. Pop. 16,000. It has a harbour at the mouth of the Ryck; but it only being navigable for small vessels, the trade is not considerable.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Cologne, Berlin, and Stettin.

T. M. from London, 6*s.*

GRENADA, an island of the W. Indies, belonging to Great Britain; situated between lat. 11° 58′ and 12° 14′ N., and lon. 61° 20′ and 61° 35′ W.; about 90 m. N. Trinidad and 68 m. S.S.W. St. Vincent. Greatest length, 20 m.; greatest breadth, 10 m.; area, 133 square m. Pop. 32,000. A chain of hills runs through the island. It is well watered, the soil is on the whole

fertile, and about five-eighths of the surface is cultivated; indigo, tobacco, sugar, coffee, cocoa, and cotton thrive well. The exports to the United Kingdom comprise chiefly coffee, cocoa, rum, sugar, and molasses. Its cap., ST. GEORGE, on a spacious bay on the S. side of the island, has one of the most commodious harbours in the British W. Indies.

For steamers, *see* Table.

Letters from England by British and French packet, under ½ oz., 1*s.*; 1 oz., 2*s.*; registr. fee, 4*d.*; newspapers, by British packet, 1*d.*; by French packet, 2*d.*

GRENOBLE, a fortified city of France, dép. Isère, 58 m. S.E. Lyons and 290 m. S.E. Paris, on a branch of the Paris Mediterranean railway; lat. 45° 11′ N., lon. 5° 44′ E. Pop. 35,000. It lies on both sides of the Isère, the two parts of the city being connected by two bridges. It contains numerous squares and handsome public fountains; and near its centre is a spacious garden laid out in public walks, and having a quay on the river. Grenoble is noted for its manufacture of kid gloves; and has others, of liqueurs, linen fabrics, &c. It also trades in hemp, iron, marble, and timber.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Dijon, Lyons, and Rives.

Hotel:—Monnet.

T. M. from London, 3*s.* 4*d.*

GREY TOWN, or **SAN JUAN DE NICARAGUA**, a sea-port of Central America, Mosquito territory, on the river San Juan; lat. 10° 55′ N., lon. 83° 43′ W. It has a considerable trade in the export of hides, indigo, and specie; and its population is rapidly increasing. The harbour is one of the finest on the coast of Central America, and is a free port.

Consul:—James Green, Esq.

For steamers, *see* Table.

GRIMSBY (GT.), a sea-port of England, co. Lincoln, on the S. side of the estuary of the Humber, which, at this point, is about 7 m. across, 7 m. W. from the lighthouse on Spurn Head, 138 m. N. London by road, and 155 m. by Gt. Northern railway; lat. 53° 34′ N., lon. 4′ W. Pop. 16,000. Grimsby has the double advantage of a secure roadstead and of proximity to the open sea. The new docks have two entrance-locks, having in front a tidal basin of 15 acres. The latter has a depth of 12 ft. at low water, and the facility of ingress and egress is especially useful to steamers which lie alongside the piers at all times of the tide. The Royal Docks occupy 140 acres, near the railway terminus, and, including the wet dock, afford ample accommo-

dation for more than 1200 sail. 3027 vessels, of 725,674 tons burden, entered and cleared the port of Grimsby during last year.

Member of Parliament:—George Tomline, Esq. (L.), London residence, 1, Carlton House Terrace, s.w.

Steamers of the Manchester, Sheffield, and Lincolnshire Railway Co. leave Grimsby for Antwerp, Wednesdays and Saturdays, returning Wednesdays and Saturdays, at noon—fare, 15*s.*; also for Hamburgh same dates; returning Tuesdays and Fridays—fare, 20*s.*; also, same dates, for Rotterdam; returning Tuesdays and Saturdays—fare, 20*s.* These steamers are regularly dispatched from Grimsby Docks, after the arrival of the trains leaving Leeds at 3.25 P.M., Bradford at 2.50 P.M., Wakefield at 3.50 P.M., Liverpool at 1.40 P.M., Manchester at 3 P.M., Stockport at 2.53 P.M., Rochdale at 2.15 P.M., Sheffield at 4.15 P.M., &c., reaching Grimsby Docks at 6 15 P.M.

Rail from London (King's Cross station), 6.30 and 9 A.M.; 1.15, 2.45, and 9.15 P.M. Fare, 27*s.* 6*d.* 1st cl.

Hotel:—The Royal.

T. M. from London, 1*s.* 6*d.*

GRONINGEN, a fortified city of Holland, and the most important town in the N. Dutch provinces; on the Hunse, 90 m. N.E. Amsterdam, on the railway from Leeuwarden to Emden; lat. 53° 13′ N., lon. 6° 34′ E. Pop. 40,000. The town is well built and clean; its market-place is one of the finest in Holland; and there is a fine public promenade, called the 'Plantage.' It has a strong citadel, and is surrounded by ramparts and ditches, kept in good condition. Its university is attended by from 400 to 500 students annually. The grain trade is extensive, as well as that in cattle and butter. Large vessels can, by means of a canal, come quite up to the town.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Cologne, Münster, and Leer.

Consul:—J. Schilthuis, *Esq.*

T. M. from London, 3*s.* 9*d.*

GUADELOUPE, one of the Windward Islands, in the W. Indies, and one of the most valuable colonies belonging to France, lying between lat. 15° 58′ and 16° 13′ N., and lon. 61° 15′ and 61° 55′ W. Guadeloupe is divided into two halves by an arm of the sea, about 5 m. in length and from 30 to 120 yards broad. A chain of volcanic mountains, 3000 ft. high, runs through the centre of the island. The *Soufrière*, an extinct volcano, rises about 5000 ft. The town of BASSE-TERRE, the cap. of Guadeloupe, is clean, well built, and contains 6000 inhabit-

ants. POINT-À-PITRE, a town of 12,000 inhabitants, owes its prosperity to an excellent port at the W. end of GRANDE TERRE. The exports of the island consist of sugar and coffee, nearly all of which goes to France, wherefrom also nine-tenths of the imports are derived, consisting of salted meat, flour, maize, peas, olive-oil, cotton, linen, and silk fabrics, &c.

Consul:—N. Nesty, Esq.

For steamers, *see* Table.

GUANAXUATO, cap. of state of same name, in Mexico, 160 m. N.W. Mexico; lat. 21° 0′ 15″ N., lon. 100° 55′ W. Pop. 50,000, of whom two-thirds are in the city and the rest in the celebrated mines. There are numerous mining works, and a mint. More than 100 shafts have been opened in the vicinity of the city.

Consul:—Lochlan C. McGown, Esq.

For route, *see* TAMPICO. Thence by local communication.

GUATEMALA (SANTIAGO DE), or **NEW GUATEMALA**, a city of Central America, cap. repub. of same name, 1800 ft. above the level of the sea, 106 m. W.N.W. San Salvador and 655 m. E.S.E. Mexico; lat. 14° 37′ N., lon. 90° 35′ W. Pop. 70,000. It is beautifully situated in a spacious plain, and through the centre of its streets run streamlets of water. The houses are only one story high, on account of earthquakes. There is a university. The town has manufactures of muslins, calicoes, china, cigars, &c.

Consul-General and Chargé-d'Affaires to the Republics of Guatemala, Nicaragua, Costa Rica, Honduras, and Salvador:—Edwin Corbett, Esq. Consul:—George James Hockmeyer, Esq.

For route, *see* SAN JOSÉ DE GUATEMALA. Thence by local communication.

GUAYAQUIL, a city and the chief sea-port of the republic of Ecuador, South America, on the river of the same name, 153 m. S.S.W. Quito, and 43 m. N. by E. the island Puna, in the gulf of Guayaquil; lat. 2° 20′ S., lon. 79° 43′ W. Pop. 30,000. It is built principally on the N. bank of the river, and is divided into the old and new town. The city contains some good edifices, including the custom-house, three convents, a college, and hospital, but from being situated on a dead level, and from bad drainage, the streets are sometimes so swampy as to be almost impassable. The river opposite the city is about 2 m. wide, and has on its S. bank a dry dock. The port is one of the best on the Pacific, ships of large size coming up close to the town. Ships bound for this port call at Puna for pilot.

The principal articles of export are cocoa, timber, hides, cattle, tobacco, wool, and cotton; the imports consist of cotton, linen, and woollen manufactures, hardware, grocery, flour, wine,

spirits, &c., and amount to more than half a million sterling annually.

Consul-General:—Frederic Hamilton, Esq. Vice-Consul:—Charles T. Smith, Esq.

For steamers, *see* Table.

GUERNSEY, an island in the English Channel, belonging to Great Britain, 55 m. S. the Isle of Portland, 32 m. E. the coast of Normandy, 22 m. S.W. Alderney, and 15 m. W.N.W. Jersey; lat. 49° 27′ N., lon. 2° 33′ W. Pop. 30,000. Shape, triangular; greatest length, 9 m.; breadth, 3 m.; area, 16,000 acres. The surface of the N. is level, with a low irregular line of coast, but the S. is more lofty, varied with deep gullies. The geological formation is almost entirely granitic, and quarries of granite and gneiss are extensively worked. There are no metals of any kind. The annual growth of wheat is estimated at 4000 quarters, and of barley 3800 quarters. Oats and rye are but little grown, but parsnips, beetroot, and potatoes are extensively cultivated. Melons, figs, peaches, and oranges are abundant, and the breeding of cattle is the most profitable branch of farming. There is little trade; the exports are cider, apples, potatoes, building-stone, and wine; the imports are wheat and flour, British manufactures, wines, sugar, and coffee. There are a few manufactures, but all on a very small scale.

Steamers run three times a-week from Southampton, 20*s.* 1st cl.

Hotel:—Marshall's Royal Yacht Club.

T. M. from London, 7*s.* 6*d.*

GUILDFORD, a town and parliamentary borough of England, co. Surrey, 30¾ m. from London by S.-Western railway. Pop. of parliamentary borough, 9000. It has a royal grammar-school, chartered by Edward VI., and a blue-coat school.

Members of Parliament:—COUNTY; *East*, Hon. P. J. Locke King (L.), London residence, 38, Dover Street, w.; Charles Buxton, Esq. (L.), London residence, 7, Grosvenor Crescent, Belgrave Square, s.w. *Mid*, H. W. Peek, Esq. (C.), London residence, Wimbledon House, s.w.; Hon. W. Brodrick (C.), London residence, 20, Beaufort Gardens, s.w. *West*, George Cubitt, Esq. (C.), London residence, 17, Prince's Gate, w.; John Ivatt Briscoe, Esq. (L.), London residence, 60, Eaton Place, s.w. BOROUGH; G. J. H. M. E. Onslow, Esq. (L.), London residence, Reform Club, s.w.

Rail from London (Waterloo station), 7, 7.30, 8.15, 9.45, and 11.30 A.M.; 1, 2.20, 3.50, 5, 6.10, 7, and 9.25 P.M. Fare, 6*s.* 1st cl.

Hotel:—The Angel.

HAARLEM, one of the principal cities of the Netherlands, prov. New Holland, on the Spaarn, 10 m. W. Amsterdam, on the railway from Rotterdam to Amsterdam; lat. 52° 23′ N., lon. 4° 38′ E. Pop. 30,000, which is much less than formerly, Haarlem not keeping up its former importance, probably on account of the proximity of Amsterdam. It has manufactures of silk, linen, and cotton fabrics, velvets, rugs, carpets, lace, ribbons, soap, and oil.

Route from London, Tuesdays, Thursdays, and Saturdays, tidal service, by Gt. Eastern railway (Bishopsgate Street station) to Harwich; thence by steamer to Rotterdam; thence by rail *viâ* Hague. Through fare to Rotterdam, 25*s.* 1st cl.

Hotel:—The Crown.

T. M. from London, 3*s.* 9*d.*

HADDINGTON, a town and parliamentary borough of Scotland, co. Haddington, 16 m. E. by N. Edinburgh, on a branch of the Edinburgh and Berwick railway. Pop. of parliamentary borough, 4000. The principal buildings are the town-hall, the county buildings, and a Gothic parish church.

Members of Parliament:—COUNTY; Lord Elcho (L.), London residence, 23, St. James's Place, S.W. BOROUGH; Sir H. R. F. Davie, Bart. (L), London residence, 48, Wilton Crescent, S.W.

Rail from London (King's Cross station) to Edinburgh, 10 A.M.; 8 and 9.15 P.M. Fare, 70*s.* 1st cl. Thence to Haddington.

Hotel:—

T. M. from London, 2*s.*

HAGUE (THE) (French, *La Haye*), a town of the Netherlands, prov. S. Holland, of which it is the cap., and usual residence of the king and court, on a branch of the canal and on the railway between Leyden and Rotterdam, 10 m. S.W. the former, and 13 m. N.W. the latter city; lat. 52° 4′ N., lon. 4° 18′ E. Pop. 90,000. The Hague is an open town, being surrounded only by a moat, crossed by drawbridges. It has the usual features of a Dutch town; its houses and pavements are of brick, and several of its streets are intersected with canals and planted with rows of trees. Its general appearance, however, is much superior to the commercial cities of Holland. The inhabitants mostly derive their subsistence from the court and government establishments. The manufacture of porcelain and the printing of books, especially those in the French language, are almost the only branches of industry.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Courtray, Antwerp, and Rotterdam. Or, by Gt. Eastern

railway, tidal services, Tuesdays, Thursdays, and Saturdays (Bishopsgate Street station), to Harwich; thence by steamer to Rotterdam; thence by rail.

Hôtel de l'Europe.

T. M. from London, 3*s.* 9*d.*

HAKODADI, a town of Japan, on the W. shore of a small peninsula on the S.W. coast of the island of Yeso; lat. 41° 50′ N., lon. 140° 48′ E. Pop. 50,000. The appearance on entering the harbour is striking and picturesque. The town stretches for 3 m. along the base of a lofty promontory, forming one long main street, with gutters on each side to carry off the sewage in well-constructed sewers to the sea. There are four Buddhist temples. The shops contain coarse cottons and silks, earthen and china ware, clothing, and cutlery.

The harbour is, for accessibility and safety, one of the finest in the world. It is large enough to harbour the navies of the whole world. Hakodadi is one of the five ports thrown open to British commerce by the treaty of 1858. The indolence of the native officials is a great drawback on the prosperity of the trade, as well as the high duties and exorbitant exchange for native metallic currency.

Consul:—Richard Enselm, Esq.

For steamers to Yokohama, *see* Table.

HALIFAX, a maritime city of British N. America, on a small peninsula on the S.E. coast of Nova Scotia, of which it is the cap.; lat. 44° 39′ N., lon. 63° 35′ W. The town stands on the declivity of a hill about 250 ft. high, rising from the W. side of one of the finest harbours on the American continent. The streets are broad and mostly macadamized. The front of the town is lined by wharves. Warehouses rise over the wharves, and dwelling-houses and public buildings rear their heads over each other as they stretch along and up the sides of the hill. The dockyard covers 14 acres, and forms the chief depôt of naval stores in the British N. American colonies. It is peculiarly fitted for the shelter, repair, and outfit of the fleets cruising on the American coast and in the W. Indies.

The harbour, opposite the town, where ships usually anchor, is a mile wide, and has, at medium tides, a depth of 12 fathoms. After narrowing to a ¼ m. about 1 m. above the upper end of the town, it expends into Bedford Basin. This sheet of water, which is completely landlocked, occupies a surface of 10 sq. m., and is capable of containing the whole British navy. Halifax is the seat of a very profitable fishery and general trade with the W. Indies, the U. States, and Gt. Britain. Being a free port, it has the privilege of warehousing. The local manufactures are

not of much importance. Province Building and Government House are the chief buildings.

For steamers from Europe, *see* Table.

The route from New York is direct by British mail steamers. From St. John's, N.B., by steamer, 110 m. to Windsor; thence by rail, 141 m. to Halifax.

Letters to Nova Scotia, *viâ* Halifax, under ½ oz., 6*d.*; 1 oz., 1*s.*; registr. fee, 4*d.*; newspapers, 1*d.* *Viâ* U. States, under ½ oz., 7*d.*; 1 oz., 1*s.* 2*d.*; registr. fee, 4*d.*; newspapers, 2*d.*

Hotel:—Waverley's.

T. M. from London, 30*s.*

HALIFAX, a manufacturing town of England, co. York, W. Riding, on the Calder, and on the Manchester and Leeds railway, 14 m. W.S.W. Leeds, and 205 m. from London by Gt. Northern railway. Pop. 40,000. Chief buildings: the Piece-hall, a vast quadrangle, containing over 300 rooms or warehouses, in which the manufacturers keep their cloth for sale; the parish church, to which 18 other churches and chapels are subordinate; a blue-coat hospital, infirmary, gaol, theatre, assembly-rooms, public baths, museum, and town-hall. The town is united by a canal with the Rochdale canal and the Calder and Hebble navigation, and has consequently communication with Hull and Liverpool. The manufactures of the town consist of shalloons, tammies, serges, &c.

Members of Parliament:—Rt. Hon. James Stansfeld (L.), London residence, 35, Thurloe Square, Brompton, s.w.; Lt.-Col. Edward Akroyd (L.), London residence, 40, Lowndes Street, s.w.

Rail from London (King's Cross station), 7.40, 9, 10, and 12 A.M.; 2.45 and 5.25 P.M. Fare, 33*s.* 9*d.* 1st cl.

Hotel:—White Swan.

T. M. from London, 1*s.* 6*d.*

HALLE, a town of Prussian Saxony, on the Saale, 93 m. S.S.W. Berlin, 65 m. N.E. Gotha, and 18 m. N.W. Leipsic, on the railway from Leipsic to Magdeburg; lat. 51° 29′ N., lon. 11° 59′ E. Pop. 46,000. In a valley near the river are two large salt-springs, which formerly were extremely productive.

The university of Halle is celebrated, and resorted to mostly by candidates for theological and medical honours. There were at one time about 1400 students annually; now not more than half that number.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Cologne, Paderborn, Cassel, and Nordhausen.

Hotel:—The Eisenbahn.

T. M. from London, 6*s.*

HAMBURGH, a free city of N. Germany, on the r. b. of the Elbe, about 70 m. from its mouth; lat. 53° 32′ 51″ N., lon. 9° 58′ 33″ E. Pop., including suburbs, 250,000, of whom more than 10,000 are Jews. Since the great fire, which commenced on 5th May, 1842, and in four days destroyed St. Peter's, St. Nicholas', and many other churches, and 200 streets, squares, lanes, and courts, leaving 20,000 of the inhabitants houseless for a week, the central part of the city has been rebuilt on a magnificent scale.

The church of St. Michael, which first strikes the passenger coming up the river by steamer, is a magnificent structure, the steeple being 456 ft. high, and affording in fine weather a panoramic view of the city, the harbour, and the course of the Elbe, which is about as wide here as the Thames at London Bridge. The St. Nicholas church, the rebuilding of which was commenced a few years after the fire (Mr. G. Gilbert Scott, architect), is not yet quite finished. It is a fine specimen of pure Gothic architecture. The Stadt Theater has always had a great name for the superiority of its performances, both dramatic and opera. It accommodates 4000 persons. The Exchange was likewise built after the fire, and is one of the finest in the world. The merchants daily resort to it *en masse* at one o'clock. The Allgemeine Krankenhaus is an extensive general hospital for between 4000 and 5000 patients. The senate-house, the bank, the college of the Johanneum, the public library, museum, observatory, botanic gardens, &c., are among the prominent public institutions. The old ramparts have been converted into beautiful shaded promenades; the moat surrounding the city on all but the river side.

The manufactures comprise sugar-refineries, tar, tobacco, and sail-cloth factories, breweries, distilleries, tanneries, cotton-printing, and dyeing-works, &c., &c.

The foreign trade of Hamburgh is essentially one of transit, consisting of such articles as are brought hither from the interior for shipment to foreign ports, and of the goods imported here from all parts of the world for Germany and the countries beyond. The export duty having been abolished, no official account is kept of them. The imports have an annual value of about 800,000,000 Marc Banco, or about 60,000,000*l*., of which two-thirds are from Great Britain. More than half a million head of cattle are brought by rail to Hamburgh from the interior, and are regularly sent to our ports by steamers.

Consul General:—John Ward, Esq., C.B., Chargé-d'Affaires. Consul:—George Annesley, Esq.

Steamers of the Hamburgh American Company (London agents, Smith, Sundius, & Co., 17, Gracechurch Street, E.C.), leave Hamburgh, Wednesdays, and Havre, Saturdays, for New

York; returning from New York every Tuesday. Fare from Southampton, 24*l.* (including provisions) 1st cl. (Hamburgh agent, Aug. Bolten, 33, Admiralitätstrasse.)

The same Company's steamers leave Hamburgh for Havannah and New Orleans, *viâ* Havre, on the 1st of every month; returning from New Orleans on the 10th, and Havannah on the 15th, calling at Southampton and Havre. Fare from Hamburgh to Havannah or New Orleans, 30*l.* 1st cl.

Steamers leave Hamburgh for:—Antwerp, Saturday nights—fare, 40 fr. (Van den Bergh, fils, Antwerp); Bordeaux, Saturdays (G. Schacher, 15, Allées de Chartres, Bordeaux); Edinburgh (Leith), Tuesdays and Fridays—30*s.* (James Currie & Co., Leith); Grimsby, Tuesdays and Fridays—20*s.* (Mr. John Sutcliffe, Grimsby); Havre, 8th, 18th, and 28th—50 fr. (R. Mohr, Nicoll, & Co., Havre); Haarburg, nearly every hour; Hull, Tuesdays—20*s.* (Brownlow, Lumsden, & Co., Hull); also, Wednesdays and Saturdays—20*s.* (Messrs. Gee & Co., Hull); also, Fridays, at noon—30*s.* (Messrs. Georges, Lawson, & Co., Hull); also, Wednesday or Saturday night—30*s.* (Messrs. Lofthouse, Glover, & Co., Hull); London, Wednesdays and Saturdays—40*s.* (General Steam Navigation Co., 71, Lombard Street, E.C.); also, once a-week (Hamburgh London Steamship Co., Messrs. Drolenvaux and Bremner, 40, Seething Lane, E.C.); Newcastle, Tuesdays and Fridays—20*s.* (Tyne Steam Shipping Co.); West Hartlepool, Tuesdays and Fridays—20*s.* (R. Hunter, West Hartlepool). All 1st cl.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Cologne, Hanover, and Haarburg. There the traveller takes the steamer across the Elbe; passage, half an hour.

Letters from England to Hamburgh, *viâ* Belgium, under ½ oz., 6*d.*; 1 oz., 1*s.*; registr. fee, 4*d.*; newspapers, 2*d.*, not to exceed 4 oz.

Money:—The sovereign is worth 18 mark currency in Hamburgh; the Prussian dollar (silver or paper) = 3*s.*; the mark courant has 16 schillinge = 1*s.* 2*d.*; the double dollar = 5 marks = 5*s.* 10*d.*; the dollar = 2*s.* 11*d.*; the Louis or Frederick's d'or (pistole) = 16*s.* 2*d.* Commercial transactions are carried on in 'Banco' value, which is much higher than currency; for instance, the sovereign is equal to about 13 mark 8 sch. banco.

Weights, &c.:—The foot = $11\frac{3}{10}$ inches; 100 ells = $62\frac{5}{10}$ yards; a scheffel = 1 acre 6 perches; a last = $1\frac{9}{100}$ last. The viertel = $1\frac{8}{10}$ gallon. The pound = $1\frac{8}{100}$ pound avoirdupois; 2 marks = 1 pound troy weight.

Hotel:—Streit's.

T. M. from London, 6*s.*

HAMPTON, a town of England, co. Middlesex, on the N. bank of the Thames, 12 m. W.S.W. London, and 3 m. W. by N. Kingston, on the London and South-Western railway. Pop. 10,000. The town, which is a favourite resort for strangers, is not remarkable for its beauty, but has many fine villas in its surroundings. About a mile from the town, and close to the river, lies HAMPTON COURT (*see* LONDON).

Rail from London (Waterloo station), nearly every hour. Fare, 2*s.* 3*d.* 1st cl.

HANKOW, a town and river-port, China, at the junction of the Han with the Yang-tse-Kiang, 384 m. above Nanking; lat. 30° 32′ N., lon. 114° 20′ E. Pop. (ashore and afloat) 500,000. The town extends 2¼ m. along the river, which is here 1¼ m. wide. The main streets are wide, and the shops display a valuable assortment of merchandise. The native trade of Hankow is very considerable, it being famous for its manufactures in metal. There are cotton manufactures and dye-works, and British cloths and manufactures find a ready market.

The British concession at Hankow covers an area of about 90 acres. The foreign trade of this port promises to be one of the most important in China. The total export of tea during the year 1868 amounted to 35,000,000 lbs. The total imports for the same year amounted to 10,000,000 taels, the principal articles being shirtings, sugar, cotton, cloths, &c.

Consul:—Walter Henry Medhurst, Esq.

The Shanghai Steam Navigation Company keeps up communication between Hankow and Shanghai by means of seven steamers, which run three times a-week. A competing company, the Union, possessing only two steamers, were, according to the latest consular information, obtaining a fair share of the trade, running their steamers weekly. Both lines touch at Kiu-kiang.

T. M. from London, *viâ* Kiachta (*which see*), 112*s.* 6*d.*

HANOVER, a city of Prussia, but formerly the capital of the kingdom of Hanover, lies on the Leine, 84 m. S. Hamburgh, 62 m. S.E. Bremen, and 35 m. W. Brunswick, on the railway from Brunswick to Bremen; lat. 52° 22′ N., lon. 9° 44′ E. Pop. 80,000. The city lies in a plain, and is divided by the river into the old and new town. The chief buildings are the royal palace of the ex-king, the opera-house, the town-hall, and several educational establishments. The manufactures are trifling; but the transit trade with Bremen, Hamburgh, and Berlin is considerable.

Route from London, by rail (fixed mail services), from Charing

Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, and Cologne.

Hotel:—The Union.

T. M. from London, 6*s*.

HANTS. For co. members, *see* **WINCHESTER.**

HARBURG, a port of Prussia, formerly Hanover, on the l. b. of the Elbe, 23 m. S.W. Luneburg, and terminus of the railway from Hanover to Harburg. It lies nearly opposite Hamburgh, and is rising rapidly. The Prussian Government proposes building a bridge here across the Elbe, so as to have direct railway communication with Hamburgh. As it is, Harburg is a great port for transit.

Steamers run every hour between this place and Hamburgh.

Route from London, the same as Hamburgh.

Hotel:—The Schwan.

T. M. from London, 6*s*.

HARLINGEN, a sea-port of Holland, at the entrance of the Zuyder Zee, opposite the Texel, and at the mouth of the canal of Leewarden, 15 m. W. by S. that town, at the terminus of the Northern railway of Holland; lat. 53° 10′ N., lon. 5° 24′ E. Pop. 10,000. It has a good harbour, but large vessels cannot enter on account of sandbanks. It has manufactures of sailcloth, salt, hollands, paper, bricks, and lime, with building-docks, and a brisk trade in corn, butter, cheese, flax, hemp, glue, pitch, and tar.

Consul:—H. G. Fontain, Esq.

Steamers leave London for Harlingen every Wednesday and Saturday morning, returning same days. Office in London, W. H. Cavey and Sons, 34, Mark Lane, E.C. Steamers leave Harlingen for Leith, and *vice versâ*, every second Wednesday.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Lille, Mouscron, Ghent, Antwerp, Dortrecht (steam-ferry), Arnheim, Rheine, Lingen, Papenburgh, Leer, and Groningen.

Hotel:—

T. M. from London, 3*s*. 9*d*.

HARTLEPOOL, a sea-port on the N.E. coast of England, in the county of Durham, 250¾ miles from London by the Gt. Northern and N.-Eastern railways; lat. 54° 4′ N., lat. 1° 10′ W. Pop. 13,000. The town stands on a peninsula, connected at the north end by a narrow neck of land. Here is a large bay, which affords excellent shelter for ships during northerly and westerly gales.

The harbour is formed by a channel, which is indicated by

buoys within the piers and jetties, which are formed to protect the shipping in the harbour from the effects of the sea. There is also a large dock, used for the shipment of coal and the importation of timber, &c. The ancient church of St. Hilda stands on a fine eminence. It has lately been restored, at a cost of about 4000*l*. Here are also churches and chapels of nearly every denomination extant. The Heugh lighthouse is a marvel of engineering; a white stationary light of the first order is visible at a distance of twenty miles from sunset till sunrise. A minor light is also exhibited when it is safe for vessels to enter the harbour. The Electric, British, and Irish Magnetic, and United Kingdom Telegraph companies have offices here.

The new town and port of WEST HARTLEPOOL has sprung up during the past twenty years, and is situate about a mile to the S. of Hartlepool. It has a population of about 20,000. Here are also large and commodious docks, magnificent warehouses, and spacious timber-ponds. Immense quantities of timber, grain, flax, hemp, cattle, and other merchandise are imported, chiefly from the Baltic and America. The exports of these two ports are coal and iron. Of the former, upwards of a million tons are exported annually; of the latter, considerable quantities are manufactured in the district. Here are large iron-works, engine manufactories, iron-rolling mills, and ship-building establishments.

The training frigate 'Trincomalee' is stationed here.

Member of Parliament:—Ralph W. Jackson, Esq. (C.), London residence, Burlington Hotel, W.

There is a weekly communication between this port and Rotterdam, Antwerp, and Hamburgh; average passage, 36 hours.

8807 vessels, of 1,481,827 tons burden, entered and cleared the port in the year 1868.

Rail from London (King's Cross), 8, 9, and 12 A.M.; 9.15 P.M. Fare, 47*s*. 11*d*. 1st cl. No Sunday trains.

Hotel at West Hartlepool:—The Royal.

T. M. from London, 2*s*.

HARWICH, a sea-port of England, co. Essex, on a point of land at the S.E. extremity of the estuary of the Stour, 69¾ m. E.N.E. London, 9¼ m. S.E. Ipswich, on the Gt. Eastern railway; lat. 51° 51′ N., lon. 1° 17′ E. Pop. 6000. Its harbour is the best on the E. coast of England; there is water to float the largest men-of-war, and it is capacious and safe. The entrance to the harbour is indicated by two lighthouses with fixed lights, and is well buoyed. The steam communication established by the Gt. Eastern Railway Company between Harwich and Rotterdam is contributing greatly to the prosperity of the town.

1291 vessels, of 308,478 tons burden, entered and cleared the port during the year 1868.

Member of Parliament:—Lieut.-Colonel H. J. W. Jervis (C.), London residence, 94, Piccadilly, w.

Rail from London (Bishopsgate Street station), 7.15, 10, and 11.42 A.M.; 3.10, 4.25, and 8.30 P.M. Fare, 16s. 6d. 1st cl.

Hotel:—Great Eastern.

HASTINGS, a town of England, and one of its cinque ports, co. Sussex, in the English Channel, at the E. termination of the S. Coast railway, 33 m. E.N.E. Brighton; lat. 50° 51′ 30″ N., lon. 0° 36′ E. Pop. 25,000. The chief buildings are the town-hall and the custom-house; there are also extensive baths, well-assorted libraries, a handsome assembly-room, a theatre, a literary institution, and a savings'-bank. The suburbs are very beautiful, furnishing delightful drives and walks.

Connected with Hastings, and forming its suburb, is the village of ST. LEONARDS, with many handsome houses and villas.

Members of Parliament:—Thomas Brassey, Esq., jun. (L.), London residence, 3, St. George's Place, Hyde Park, w.; Frederick North, Esq. (L.), London residence, 3, Victoria Street, Pimlico, s.w. (*deceased*).

Rail from London (Charing Cross), 6.25 and 11.43 A.M.; 1.35, 2.30, 4.5, and 6.15 P.M. Fare, 17s. 1st cl.

Hotel:—The Queen's.

HAVANNAH (Span. *Habana*, 'the harbour'), an important maritime city, and cap. of the island of Cuba, belonging to Spain. It stands on the N.W. coast of the island, and on the W. side of one of the finest harbours in the world; lat. 23° 8′ N., lon. 82° 23′ W. Pop. 250,000.

The city lies along the entrance to and on the W. side of the bay; the suburb Regla is on the opposite side. The castles on the E. and W. side of the entrance of the harbour are strongly fortified, as is the entire city; the citadel is also a fortress of great strength. The arsenal and dockyard are at the S. extremity of the city; there are several theatres, a university, and numerous government buildings. The principal nations of Europe and America have consuls here; it has an extensive manufactory of cigars, for which it is widely celebrated. Sugar, coffee, molasses, wax, and rum are likewise largely exported.

Consul-General:—Alexander G. Dunlop, Esq. Vice-Consul, J. V. Crawford, Esq.

Steamers of the Hamburgh American Steamship Co. leave Hamburgh for Havannah and New Orleans, *viâ* Havre, on the 1st of every month; returning from New Orleans on the 10th, and Havannah on the 15th, calling at Southampton and Havre.

Fare from Hamburgh to Havannah or New Orleans, 30*l.* 1st cl. Passengers from England must embark at Havre, as this line only touches Southampton on the home voyage. *See* Table.

Steamers of Messrs. Lopez & Co., Cadiz, leave Cadiz for Havannah 15th and 30th (180 dollars), returning 8th and 22nd.

Letters to Cuba, by West India packet, under ½ oz., 1*s.*; 1 oz., 2*s.*; registr. fee, 4*d.*; newspapers, 1*d.* By French packet, under ½ oz., 1*s.*; 1 oz., 2*s.*; registr. fee, none; newspapers, 2*d.*, not exceeding 4 oz. *Viâ* U. States, under ½ oz., 1*s.*; 1 oz., 2*s.*; registr. fee, 4*d.*; newspapers, 2*d.*

T. M. from London, for twenty words, 125*s.*

HAVERFORDWEST, a town and parliamentary borough of S. Wales, co. Pembroke, 275¾ m. from London by Gt. Western railway. Pop. of parliamentary borough, 10,000.

Members of Parliament:—Co. PEMBROKE; J. H. Scourfield, Esq. (C.), London residence, Boodle's Club, S.W. BOROUGH; Col. Hon. W. Edwardes (L.), London residence, 12, John Street, Berkeley Square, W.

Rail from London (Paddington station), 6 and 9.15 A.M.; 4.50 and 8.10 P.M. Fare, 48*s.* 6*d.* 1st cl.

Hotel:—The Castle.

T. M. from London, 2*s.*

HAVRE, a fortified town and port on the W. coast of France, on the N. b. of the estuary of the Seine, at its mouth in the English Channel, 42 m. W. Rouen and 109 m. W.N.W. Paris, on the terminus of the Paris Rouen Havre railway; lat. 49° 29′ N., lon. 0° 9′ E. Pop. 75,000. Havre presents nothing remarkable in its external appearance. Improvements are being made and in contemplation. The new floating-basin, with its three dry docks, will be finished next year. An exchange and bourse will be built at once; a large barrack, to hold 2000 men, is just completed, and many streets are being opened or widened. The British residents, who are numerous, are about to erect a church for themselves. The water supply is good; the sewerage is very defective, and the daily removal of night-soil offensive. In 1866 there were 100 deaths in excess of births; last year (1868) there were 240 deaths in excess of births.

The direct importation of cotton from India by British ships is annually rising in importance. Last year (1868) 33 English vessels, of 27,000 tons burden, laden with cotton, entered the port of Havre, against 8 vessels, of 5000 tons, in 1866. The indirect British trade is likewise progressing favourably; 121 English vessels, of nearly 50,000 tons burden, having been entered, against 35, of 10,000 tons, in 1865. The passenger steamers carry large quantities of goods, jewellery, for transhipment to

all parts of the world, besides immense supplies of fruit, vegetables, poultry, eggs, butter, &c. Nearly 3000 ocean vessels entered Havre last year, besides a similar number of coasters. The total deliveries of cotton during last year at Havre amounted to 560,000 bales, against 170,000 in 1867.

Consul:—Frederic Bernal, Esq.

Havre is the port of departure of the steamers of the Compagnie Générale Transatlantique, connecting France with the U. States.

Steamers leave Havre for New York, alternate Sundays. Fare, 33*l.* 1st cl.

Steamers leave London for Havre every Thursday at noon, returning on Sundays at noon. Offices of the General Steam Navigation Company, 71, Lombard Street, E.C.

Steamers of the Hamburgh American Steam Navigation Co. call at Havre every Saturday, to convey passengers to New York. Through fare from Southampton, 24*l.* 1st cl.

The same company's steamers (agents, A. Broström et Co., Havre) book passengers through from Havre or Southampton to New York, Saturdays—fare 24*l.* Likewise to Havannah and New Orleans, 4th of every month—fare, 30*l.* 1st cl. Passengers from England to the U. States by this line must embark at Havre, as the steamers touch Southampton only on return voyage.

Steamers leave Havre for Lisbon, Oporto, Cadiz, Gibraltar, and Malaga, 1st, 11th, and 21st (Ligne Péninsulaire, E. Grosos, director, Havre).

Steamers of the Compagnie Générale des Paquebots à Vapeur à hélices du Nord (E. Grosos, Havre, agent) leave Havre for Dunkirk every five days, and *vice versâ*. (These steamers also take freight for St. Petersburgh, in correspondence with the steamers 'Baltique,' 'Néva,' 'Albert,' and 'Nord,' of the same company.)

Steamers leave Havre for Bahia, Rio de Janeiro, and Santos, 20th of every month (E. Grosos, general agent).

Steamers of the Ligne Franco-Belge (E. Grosos, Havre, director) leave Havre for Antwerp Wednesdays; returning Sundays.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Amiens, and Rouen.

Hôtel de l'Europe.

T. M. from London, 3*s.* 4*d.*

HAWICK, a town and parliamentary borough of Scotland, co. Roxburgh, 45 m. S.E. Edinburgh on the Edinburgh-Carlisle railway; lat. 55° 25′ N., lon. 2° 47′ W. Pop. of parliamentary borough, 9000.

Member of Parliament:—George Otto Trevelyan, Esq. (L.), London residence, 8, Grosvenor Crescent, S.W.

Rail from London (Euston Square station), 9 A.M. and 8.35 P.M. Fare, 69*s.* 6*d.* 1st cl.

Hotel:—

T. M. from London, 2*s.*

HAYLE, a sea-port of England, co. Cornwall, 227 m. W. Cornwall; lat. 50° 13′ N., lon. 5° 25′ W. Pop. 2000. It has a tidal harbour and two lighthouses. An active trade is carried on here, and it is connected with Redruth by rail. It has two large iron-foundries and steam-engine factories. 1530 vessels, of 178,080 tons burden, entered and cleared the port during the year 1868.

Rail from London to Redruth, 311½ m. by Gt. Western railway (Paddington station), 6 and 9.15 A.M.; 8.10 and 9 P.M. Fare, 66*s.* 6*d.* 1st cl.

Hotel:—White Hart.

T. M. from London, 2*s.*

HAYTI, *see* **PORT-AU-PRINCE.**

HEIDELBERG, a town and university of Baden, on the Neckar, about 12 m. above its confluence with the Rhine at Mannheim, 30 m. N. Carlsruhe, and 48 m. S. Frankfort-on-the Maine, on the railway from Frankfort to Basel; lat. 49° 24′ N., lon. 8° 42′ E. Pop. 20,000. Heidelberg has no trade of importance. The university is, except Prague, the oldest in Germany, and about 800 students resort there annually. Steamers ascend the Neckar daily to Heilbronn.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Cologne, Frankfort, and Darmstadt.

Hôtel de Hollande.

T. M. from London, 6*s.*

HELDER, a port of Holland, at its N. extremity, 41 m. N.W. Amsterdam, with which it is connected by canal and rail; lat. 52° 57′ N., lon. 4° 45′ E. Pop. 18,000.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Courtray, Antwerp, Rotterdam, and Haarlem; also by steamer from Harwich to Rotterdam, thence by rail *viâ* the Hague.

Consul:—J. Goedcoop, Esq.

T. M. from London, 3*s.* 9*d.*

HELIGOLAND, a small island belonging to Great Britain, about 25 m. from the mouths of the rivers Elbe and Weser;

lat. 54° 10′ N., lon. 7° 53′ E. Pop. 2500. The inhabitants are chiefly pilots and fishermen, sailing daily with their catches to Hamburgh. It is much resorted to from Hamburgh for sea-bathing.

Steamers from and to England usually sight the island. The Elbe steamers run down frequently from Hamburgh to Heligoland; during the season, daily.

T. M. from London, 6*s*.

HELSINGBORG, a fortified sea-port in the S. of Sweden, 33 m. N.N.W. Malmö, on the Sound, opposite Elsineur; lat. 56° 4′ N., lon. 12° 49′ E. Pop. 7000. It has some manufactures of hardware and earthenware.

Consul:—Carl Westrup, Esq.

There is steam communication with Copenhagen twice a-day.

T. M. from London, 8*s*.

HELSINGFORS, a sea-port of Russia and cap. of Finland, is situated on a granite peninsula, in the Gulf of Finland, 100 m. E.S.E. Abo; lat. 60° 11′ N., lon. 24° 57′ E. Pop. 25,000. The harbour admits the largest vessels; it is defended by the citadel of Sweaborg.

Consul:—William Campbell, Esq.

Steamers run weekly from Copenhagen and Stockholm, touching at Helsingfors, *en route* for St. Petersburgh.

T. M. from London, 10*s*.

HELSTON, a town and parliamentary borough of England, co. Cornwall, 10 m. W.S.W. Falmouth, and 322 m. from London. Pop. of parliamentary borough, 4000.

Member of Parliament:—A. W. Young, Esq. (L.), London residence, Reform Club, s.w.

Rail from London (Paddington station) to Falmouth, 6 and 9.15 A.M.; 8.10 and 9 P.M. Fare, 67*s*. 1st cl. Thence to Helston.

Hotel:—The Angel.

T. M. from London, 2*s*.

HEREFORD, a town and parliamentary borough of England, co. Hereford, 144¼ m. from London by the Gt. Western railway. Pop. of parliamentary borough, 16,000. In the library attached to the cathedral is a curious map of the world of the 13th century.

Members of Parliament:—COUNTY; Sir J. R. Bailey, Bart. (C.), London residence, 23, Berkeley Square, w.; M. Biddulph, Esq. (L.), London residence, 31, Eaton Place, s.w.; Sir H. G. D. Croft, Bt. (C.), London residence, Oxford & Cambridge Club, s.w. BOROUGH; Col. Edward Clive (L.), London residence, 31, Great Cumberland Place, w.; Chandos Wren Hoskyns, Esq. (L.), London residence, Athenæum, s.w.

Rail from London (Paddington station), 6, 9.15, 10.10, and 11.45 A.M.; 4.50 P.M. Fare, 25*s.* 6*d.* 1st cl.

Hotel:—The Green Dragon.

T. M. from London, 1*s.* 6*d.*

HERNE BAY, a town and watering-place of England, co. Kent, 9 m. from Canterbury, and 65¼ m. S.E. London by the London, Chatham, and Dover railway, on which it is a station. Steamboats of a superior class run daily during the season to and from London Bridge. By rail it is a most interesting and pleasant trip from London, from which cause Herne Bay is, since the establishment of the line of railway, making rapid strides in population and general importance. The town is beautifully situated on a bay on the northern coast of the county of Kent, and presents a remarkably pleasing appearance from the sea. On the parade, where the baths are situated, is a clock-tower, which serves the mariners here as a landmark. The accommodation is good and cheap as compared with other watering-places.

Rail from London (Victoria station), 7 and 10.30 A.M; 12.45, 2.5, 3.5, 4.20, and 6.25 P.M. Fare, 15*s.* 1st cl.

Hotel:—The Brunswick.

HERTFORD, a town and parliamentary borough of England, co. Hertford, 26 m. from London by the Gt. Eastern railway. Pop. of parliamentary borough, 7000.

Members of Parliament:—COUNTY; Hon. H. F. Cowper (L.), London residence, 4, St. James's Square, S.W.; Hon. H. R. Brand (L.), London residence, 70, Prince's Gate, S.W.; Abel Smith, Esq. (C.), London residence, 35, Chesham Place, S.W. BOROUGH; Robert Dimsdale, Esq. (C.), London residence, 10, King Street, St. James's, S.W.

Rail from London (Bishopsgate Street station), 7.55, 9.30, 10.30, and 11 A.M.; 12.45, 3.40, 4.5, 5.10, 6.10, 7.35, 8.40, and 12 P.M. Fare, 4*s.* 9*d.* 1st cl.

Hotel:—The Salisbury Arms.

HIOGO, a town of Japan, Niphon, in the N.W. of the bay, and 10 m. from the town of Osaka; lat. 34° 48′ N., lon. 135° 14′ E. Pop. 40,000. It is one of the ports thrown open to commerce by Lord Elgin's treaty with the Japanese. Its anchorage has been rendered safe by the erection of a breakwater at the expense of a large sum of money and the sacrifice of numerous lives of the workmen. Thus improved, Hiogo has become the port of Osaka and Miaco.

The imports of British and foreign goods during 1868, consisting of cotton and woollen manufactures, metals, arms, coals, &c., amounted to 822,404 dollars; those from other open ports

of Japan to more than 5,000,000 dollars. The exports, consisting of silk-worms' eggs, rice, tea, timber, tobacco, sea-weed, &c., amounted to 388,096 dollars for England and other countries, and to 1,664,116 dollars for open ports of Japan.

Consul for Hiogo and Osaka :—Abel A. J. Gower, Esq. Vice-Consul :—John Frederick Lowder, Esq.

For steamers to Yokohama, *see* Table.

HOBART TOWN, cap. of Tasmania or Van Diemen's Land, S.E. of the island, on the r. b. of the Derwent; lat. 42° 54′ S., lon. 147° 28′ E. Pop. 50,000. It occupies a commanding and extremely picturesque position, at the head of a sheltered bight called Sullivan's Cove, about 20 m. from the sea. The town covers 2 sq. m. of gently rising ground, backed by an amphitheatre of lofty and well-wooded hills. There are numerous handsome public edifices. The harbour is excellent; along the water's edge is a spacious wharf, at which vessels of the largest burden load or unload. Shortest sea route to British Channel, 12,130 m.; shortest sailing voyage, 92 days.

Steamers run between Melbourne and Hobart Town, and Sydney and Hobart Town, and *vice versâ*.

For steamers from Europe, *viâ* Melbourne, *see* Table.

HOKOTIKA, a port of New Zealand, Middle Island, W. coast prov. Canterbury, at the mouth of the river of same name; lat. 43° 55′ S., lon. 171° 56′ E. It stretches about 1½ m. along the beach, and is chiefly composed of weather-boarded houses with galvanized-iron roofs. In its principal street, Revell Street, are stores or shops of every kind. The town is the chief place in the gold-mining district, which stretches along the coast for some distance north of Grey river, the boundary between the provinces of Nelson and Canterbury, to the S. of Hokotika river. The diggings are mostly carried on within 10 m. from shore.

Steamers run 4 times a-week between Hokotika and Melbourne, and *vice versâ*.

HOLYHEAD, a sea-port of N. Wales, on a peninsula at the W. extremity of the isle and co. Anglesea, 22 m. W. Bangor, 67 m. W. Liverpool, 224 m. N.W. London, and 264 m. by N.-Western railway; lat. 53° 8′ N., lon. 4° 39′ W. Pop. 8000. Holyhead has no particular branch of commerce or manufacture: its importance principally depends upon its being one of the most noted stations on the great mail route between England and Ireland. The distance from the station to the pier is about a mile, although the rails are carried, for the convenience of the mails and through traffic for Ireland, to the very end of the pier, near the side of the harbour, where the Dublin Com-

pany's mail steamers lie, which leave Holyhead twice, and sometimes oftener, every day for Kingstown, doing the distance of 63 m. in less than four hours, and thus reducing the time between London and Dublin to 11 hours by the mail train. The island and pier are connected with the mainland of Holy Island by an iron bridge, across which the road and railway are carried. At the pier-head is a lighthouse, displaying a white light; within the bay is a colossal breakwater, running from Soldier's Point N.E. by E., then E.S.E., and then E.N.E.

Rail from London (Euston Square station), 6.15, 7.15, 9, 9.5, and 11 A.M.; 5, 8.25, and 9.15 P.M. Fare, 47*s.* 1st cl.

Hotel:—Royal.

T. M. from London, 2*s.*

HOMBURGH, a town of Central Germany, 9 m. N.N.W. Frankfort-on-the-Maine. It is celebrated for its mineral springs and baths, which attract vast crowds from afar during the summer. The air is bracing, there always being a fresh current of air streaming from the Taunus mountains. The waters are reputed to be efficacious in removing disorders of the intestines, the liver, and gout. The 'Kurhaus' is a very fine one, and contains a variety of spacious and splendidly-decorated rooms. There is a French theatre, Italian opera, casino, &c.

There are 18 trains a-day from Frankfort, the journey occupying half an hour. Brussels is 12 hours by rail; Berlin, 15; Paris, 16; and from London it may be reached in 24 hours.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Lille, Brussels, Cologne, and Frankfort. Through fare, 93*s.* 5*d.* 1st cl.

Hôtel de Russie.

T. M. from London, 6*s.*

HONFLEUR, a sea-port town of France, dép. Calvados, on the estuary of the Seine, nearly opposite Havre, from which it is 6 m. S.E. and 30 m. N.E. Caen, on a branch line of the railway from Paris to Cherbourg; lat. 49° 28′ N., lon. 0° 11′ E. Pop. 10,000. This town is ill-built, and its buildings are more notable for antiquity and oddity than elegance. Its port, enclosed between two jetties, is difficult of entrance and encumbered with mud, so as to be inaccessible except at high water. The inhabitants are engaged in the herring, mackerel, and whiting fisheries, and numerous vessels sail annually from Honfleur for the cod, whale, and seal fisheries. Its export and import trade is considerable; butter, fruit, and eggs are sent in large quantities to England from Honfleur.

Consul:—J. Wagner, Esq.

Steamers ply daily between Honfleur and Havre.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Amiens, and Rouen.

Hôtel de Russie.

T. M. from London, 3*s.* 4*d.*

HONG KONG, a small island off S.E. coast of China, now belonging to the English. It is situated at the mouth of the estuary that leads to CANTON (*which see*), from which it is distant S.E. 75 m.; and from Macao 40 m. E.; lat. 22° 16′ N., lon. 114° 15′ E. Pop. 160,000. Distance from London by P. and O. route, 10,000 m. On the N. side of the island, and situated in a magnificent bay of the same name, capable of accommodating any number of vessels, is the thriving town of VICTORIA, the chief town of the island and the centre of its commerce. As the island is a granite rock, with scarcely sufficient soil to grow vegetables for its inhabitants, and not an article of export is produced on it, the port and harbour of Victoria is only a depôt for the trade of the adjacent ports, and the head-quarters of the British military and naval forces in China and Japan.

Steamers of the Hong Kong, Canton, and Macao Steamship Company run daily between Hong Kong, Whampoa, and Canton.

For steamers, *see* Table.

Letters to Hong Kong, *viâ* Marseilles, by British packet, under ½ oz., 1*s.* 4*d.*; 1 oz., 2*s.* 8*d.*; registr. fee, 4*d.*; newspapers, 3*d.* *Viâ* Southampton, under ½ oz., 1*s.*; 1 oz., 2*s.*; registr. fee, 4*d.*; newspapers, 2*d.* By French packet, under ½ oz., 1*s.* 4*d.*; 1 oz., 2*s.* 8*d.*; registr. fee, 4*d.*; newspapers, 2*d.* Letters may be sent on Saturdays from London to China, *viâ* the Brindisi route, 1*s.* 7*d.*, ½ oz.; newspapers, 3*d.*, 4 oz. Must be prepaid, and marked *Viâ* BRINDISI (*Provisional*).

Money:—Silver coins: Spanish dollar = 4*s.* 4*d.*; 10-cent piece = 5*d.*; a tael = 6*s.* 8*d.*; the tael has 1000 cash; 16 taels make a catty. The copper coins are the cent = ½*d.*; and the cash, $\frac{1}{200}d.$

Weights:—Both those of England and China are used.

T. M. from London, 5*l.* 12*s.* 6*d.*, *viâ* KIACHTA (*which see*).

HONITON, a town of England, co. Devon, 9 m. N.E. Sidmouth, 11 m. S.E. Collumpton, and 16 m. E. of Exeter. Pop. 5000. It is a station on the Yeovil and Exeter branch of the London and S.-Western railway, and is only notable for the fine lace extensively manufactured here.

Rail from London (Waterloo station), 6.45, 10.50, and 11.40 A.M.; 3.50 P.M. Fare, 35*s.* 1st cl.
Hotel:—The Dolphin.
T. M. from London, 1*s.* 6*d.*

HONOLULU, the principal sea-port of the Sandwich Islands, S. side of I. Woahoo; lat. 21° 18′ 12″ N., lon. 157° 55′ W. Pop. 7000. It is about ½ m. long, and about ¼ m. broad, and consists of one good street, with a number of narrow, irregular alleys. The mouth of the harbour is formed by an inlet through a coral reef; it has a bar, with only 20 ft. water on it at ebb.
For steamers, *viâ* San Francisco, *see* Table.

HORSHAM, a town and parliamentary borough of England, co. Sussex, 37 m. from London by Brighton and S. Coast railway. Pop. of parliamentary borough, 7000.
Member of Parliament:—Robert H. Hurst, Esq. (L.), London residence, Goldsmith's Buildings, Temple, E.C.
Rail from London (Victoria station), 5.55, 7.40, and 12 A.M.; 2, 4.55, 5,50, and 6.50 P.M. Fare, 9*s.* 2*d.* 1st cl.
Hotel:—The King's Head.

HUACHO, a port of Peru, S. America, 70 m. N.N.W. Callao; lat. 11° 8′ S., lon. 77° 34′ W. There is a good anchorage in 5 fms. About 1 m. from the coast is a small town of the same name, at which provisions can be obtained at a moderate price. Two minor ports, Supe and Huarme, the latter 158 m. N.N.W. Lima, lie N. of Huacho.
For steamers, *see* Table.

HUANCHACO, a port of Peru, S. America; lat. 8° 5′ S., lon. 79° 10′ W. To the N. lie the two minor ports, Malabrigo and Pacasmajo.
For steamers, *see* Table.

HUARME, *see* **HUACHO.**

HUASCO, a port of Chili, S. America, 110 m. N. Coquimbo; lat. 28° 18′ S., lon. 71° 1′ W., at the mouth of the river Huasco, and has a small harbour. It derives its chief importance from the silver mines in its neighbourhood, large quantities of that metal being exported from it. The raisins of Huasco are equal, if not superior, to the finest sultanas found in the European market.
Consul:—Alexander Law Roberts, Esq.
For steamers, *see* Table.

HUDDERSFIELD, a town of England, co. York, on the Colne, 15 m. S.W. Leeds, and 190 m. from London by Gt. Northern railway. Pop. 60,000. The town is situated on the

slope and summit of an eminence rising from the river, and is surrounded by other hills of greater height; the streets are regular, and well paved. The market-place is spacious and surrounded by handsome buildings. The corn-hall, the philosophical hall, and Trinity church, are the chief noticeable structures. About ½ m. from the town is a sulphurous spa, over which beautiful rooms have been built.

Huddersfield is one of the principal seats of woollen manufacture. It has ample supplies of coal and water, and cheap means of transit. The canal, which connects the town with the Calder, commences at King's Mill, close to Huddersfield, and, running N.E. for 4 m., joins the Calder at Cooper's Bridge, from which point there is a communication with the Humber estuary. The Huddersfield canal is 20 m. long, and connects the town with the ports and towns of Lancashire.

Member of Parliament:—Edward A. Leatham, Esq. (L.), London residence, 45, St. James's Place, S.W.

Rail from London (King's Cross station), 7.40, 10, and 12 A.M.; 2.45 and 5 P.M. Fare, 32*s.* 1st cl.

Hotel:—The George.

T. M. from London, 1*s.* 6*d.*

HULL, or **KINGSTON-ON-HULL**, a port of England, co. York, on the N. bank of the Humber estuary, 22 m. from the Spurn Head, 34 m. S.E. York, and 173½ m. from London by Gt. Northern railway; lat. of citadel 53° 44′ N., lon. 0° 20′ W. Pop. 120,000. The principal streets of the town extend more than 2 m. along the Humber; the old streets are narrow, but many recently laid out are wide, and contain handsome residences. Besides the churches, the mansion-house, exchange, guildhall, corn-exchange, Trinity-house, gaol, theatre, and citadel, are the principal buildings. There are numerous endowed charities, hospitals, free schools, &c.

The port of Hull has extensive accommodation for shipping; the docks are three in number. The great articles of export are cotton stuffs and twists, woollen goods, hardware, and earthenware. Of imports, the leading articles are wool, bones, timber, hemp, and flax, corn and seeds, madder, bark, turpentine, and skins. The value of the exports amount to about 15,000,000*l.* annually. During last year 8412 vessels, of 2,333,825 tons burden, entered and cleared the port.

Members of Parliament:—Charles M. Norwood, Esq. (L.), London residence, Queen's Gate Gardens, W.; James Clay, Esq. (L.), London residence, 25, Montagu Square, W.

Steamers leave Hull for:—Aberdeen, every two days—fare, 15*s.*; Amsterdam, Saturdays—20*s.*; Antwerp and Ghent, Wednesdays—15*s.*; Bergen and Stavanger, alternate Mondays, from

11th October—80*s.*; Bordeaux, every 3 weeks; Bremen, Saturdays—60*s.*; Christiansand and Christiania, Fridays—80*s.*; Copenhagen, once a-week—63*s.*; Dantzic, once a-fortnight; Drontheim, *once a-fortnight, commencing June*, 1870; Dundee, Fridays—12*s.*; Dunkirk, Saturdays; Edinburgh, Saturdays—14*s.* 6*d.*; Gainsborough, every week-day; Geestemünde, every 4th or 5th day; Goole, week-days—1*s.* 6*d.*; Gottenburg, Saturdays, 6 A.M.; Grimsby, week-days; Hamburgh, Tuesdays—20*s.*; Harburg, Saturdays; Harlingen, Tuesdays—20*s.*; Havre, every 10 days; Kampen, Saturdays; London, Wednesdays and Saturdays—8*s.*; Lynn—6*s.*; Newcastle—2*s.*; Riga, every 10 days—110*s.*; Rotterdam, Mondays, Wednesdays, Thursdays, and Saturdays—20*s.*; Rouen, every 2 days; St. Petersburgh, twice a-week—100*s.*; Stettin, Wednesdays and Saturdays; Stockholm (touching at Copenhagen and Elsineur), every 3 weeks; Yarmouth, Fridays—9*s.*

Offices for steamers in Hull, Thomas Wilson, Sons, and Co., and Brownlow, Lumsden, and Co.

Rail from London (King's Cross station), 6.30 and 9 A.M.; 1.15 and 2.45 P.M. Fare, 30*s.* 6*d.* 1st cl.

Hotel:—The Royal.

T. M. from London, 1*s.* 6*d.*

HUNTINGDON, a town and parliamentary borough of England, co. Huntingdon, 58¾ m. from London by Gt. Northern railway. Pop. of parliamentary borough, 7000.

Members of Parliament:—COUNTY; E. Fellowes, Esq. (C.), London residence, 3, Belgrave Square, S.W.; Rt. Hon. Lord Robert Montagu (C.), London residence, 72, Inverness Terrace, W. BOROUGH; T. Baring, Esq. (C.), London residence, 41, Upper Grosvenor Street, W.

Rail from London (King's Cross station), 6.30, 8.5, and 12 A.M.; 1.15, 4.25, and 8.15 P.M. Fare, 10*s.* 6*d.* 1st cl.

Hotel:—The George.

HURDWAR, a town of Hindostan, on the Ganges, N. W. provinces, 35 m. E. Sabarunpore, a station on the East Indian railway; lat. 29° 50′ N., lon. 78° 1′ E. Pop. 5000, but at the annual pilgrimage and fair which is held here, a quarter of a million persons assemble from all parts of India. Elephants, horses, camels, cattle, shawls, fruit, drugs, &c., are brought for sale in large quantities. Every twelfth year the pilgrimage to Hurdwar reaches the number of a million or more, the crowding not unfrequently generating disastrous epidemics.

Route from Calcutta to Sabarunpore, 1119 m. by rail, on East Indian railway; thence by dâk.

T. M. from London, 57*s.*

HYDERABAD, a town and fortress of Hindostan, prov. Scinde, of which it is the cap., 48 m. N.E. Tatta; lat. 25° 22′ N., lon. 68° 41′ E. Pop. 45,000. It has a station on the Scinde railway; and this, and a well-organized system of steam navigation on the Indus, extending over a length of 570 m., give a considerable importance to the town. It is famous for its fortress, and must not be confounded with—

HYDERABAD, a city of the Deccan, Hindostan, former cap. of the Nizam's dominions, on the Mussah, 370 m. S.E. Bombay, 197 m. W.N.W. Masulipatam, 270 m. S.E. Aurungabad, and 190 m. W.S.W. Bejapore; lat. 17° 20′ N., lon. 78° 33′ E. Pop. 200,000. The town is about 4 m. in length by 3 in breadth, and surrounded by a stone wall. A large bridge crosses the Mussah here. The chief buildings are the palace and numerous mosques.

Route from Bombay, *viâ* Gt. Indian Peninsula railway, to Sholapore, 282 m.; thence by dâk.

T. M. from London, 57*s.*

HYTHE, a cinque port and town of England, co. Kent, 15 m. E. Canterbury and 64 m. S.E. London by S.-Eastern railway. Pop. 20,000. The town stands near the E. extremity of Romney Marsh, and consists chiefly of one long street, parallel to the sea-coast, which is about ¾ m. distant, the beach lying between being considerably higher than the town. Hythe being situated on the sea-coast affords facilities for sea-bathing, and has latterly become a place of great resort for that purpose. A celebrated school of musketry is established here, where officers and non-commissioned officers of the army and of the volunteers are trained as instructors in musketry. About 2½ m. E. of the town is Shorncliffe camp, which was established for the Foreign Legion during the Crimean war.

Member of Parliament:—Baron M. A. de Rothschild (L.), London residence, 167, Piccadilly, W.

Rail from London (Charing Cross station), 12.38, 2.18, 4.48, 6.35, and 8.50 P.M. Fare, 18*s.* 6*d.* 1st cl.

Hotel:—Swan.

IBRAILA, or **BRAHILOF**, a port of Turkey, Wallachia, 103 m. N.E. Bucharest, on the r. b. of the Danube, 99 m. from its mouth, and may be reached by any vessel capable of entering that river; lat. 45° 15′ N., lon. 27° 54′ E. Pop. 10,000. Its warehouses are extensive, and its harbour is sheltered by an island. Most of the export produce of Wallachia is shipped here, consisting of wheat, tallow, hides, beef, wool, salt, timber, &c. The chief merchants are Greeks, but of late English merchants have settled here.

The steamers of the Messageries Impériales leave Constantinople for Ibraila Mondays, noon, returning Saturdays 10 A.M. Steamers of the Austrian Lloyd's leave Constantinople for Ibraila Saturdays at 4 P.M., returning Wednesdays 2 P.M.

Consul:—Frederick C. Brown, Esq.

T. M. from London, 7*s.* 6*d.*

ILE DE REUNION, *see* **ST. DENIS.**

ILFRACOMBE, a sea-port of England, co. Devon, on its N. coast, 11 m. N.W. Barnstaple, 50 m. N.W. Exeter, and 172 m. W. by S. London; lat. 51° 12′ 48″ N., lon. 4° 7′ W. Pop. 5000. The town consists of one long street and a noble terrace facing the sea. The church is a plain, large structure, containing some fine monuments. The town principally relies on the numerous wealthy families that resort here in summer, since it has attained celebrity as a watering-place. The bathing is excellent, and the neighbourhood abounds with romantic scenery.

Steamers leave Ilfracombe for:—Bristol, Mondays, Wednesdays, and Fridays; Padstow, Wednesdays—fare, 8*s.*; Portishead, week-days; Swansea, Tuesdays and Fridays; Tenby, Tuesdays and Fridays.

Route from London to Barnstaple (Waterloo station), 6.45, 10.50, and 11.40 A.M.; 3.50 P.M. Fare, 48*s.* 1st cl. Thence by road.

Hotel:—Royal Clarence.

T. M. from London, 1*s.* 6*d.*

ILO, a sea-port of Peru, 35 m. W.S.W. Moquegua, at the mouth of the Ilo, in the Pacific Ocean; lat. 17° 28′ S., lon. 72° 18′ W. The roadstead is one of the best on the coast. The trade is chiefly in guano. One of the peaks of the Andes behind Ilo is estimated at 20,000 ft. high.

For steamers, *see* Table.

ILOILA, a port and cap. of Panni, one of the Philippine Islands; lat. 10° 50′ N., lon. 122° 42′ E. Pop. 4000. Turtle fishing is carried on extensively. The females manufacture fine cotton fabrics and stuffs of exquisite beauty, composed of the fibres of the pine-apple leaf.

Consul:—Nicholas Loney, Esq.

For route, *see* HONG KONG. Thence by local steam or sailing vessel.

INDORE, a city of Hindostan, prov. Malwah; lat. 22° 42′ N., lon. 75° 50′ E. Pop. 15,000. It stands nearly 2000 ft. above the level of the sea, in a well-wooded, pleasant, and healthy tract. Some of its streets are spacious, and paved with granite slabs. The palace, a massive granite building, is the only public edifice worthy of remark. There is no trade, and the town has been built within the present century.

*Route from Bombay, by rail, to Khundwah by Gt. Indian railway, 337 m.; thence by mail-cart, 81 m.

T. M. from London, 57*s.*

INEBOLI, a sea-port of Asia Minor, Anatolia, on the Black Sea, 72 m. W.S.W. Sinope; lat. 41° 57′ N., lon. 33° 47′ E. Pop. 3000. It has a good roadstead.

The steamers of the Messageries Impériales leave Constantinople for Ineboli on Mondays, 2 P.M., returning Tuesdays, 11 A.M. The Austrian Lloyd's steamboats leave Constantinople for Ineboli, Fridays at noon; returning Sundays, 7 A.M. Fare from Constantinople, 68*s.*

INVERARY, a town of Scotland, co. Argyle, 40 m. N.W. Glasgow. Pop. 3000.

Member of Parliament:—Co. ARGYLE; Marquess of Lorne (L.), London residence, Argyll Lodge, Kensington, W.

Rail from London (Euston Square) to Glasgow, 10 and 11 A.M.; 8, 8.40, and 9 P.M. Fare, 70*s.* 1st cl. Thence by local line.

T. M. from London, 2*s.*

INVERNESS, a sea-port of Scotland, on both sides the Ness, within a mile of its influx into the Moray Frith, 81 m. N. by W. Aberdeen and 596¼ m. from London by Gt. Northern railway; lat. 57° 28′ 36″ N., lon. 4° 13′ 30″ W. Pop. 15,000. The city lies in the middle of a beautiful plain, with the Moray Frith on one side and the background consisting of hills. The public buildings are the exchange and town-house, the gaol, assembly-rooms, academy, and churches and chapels. A new cathedral, the foundation stone to which had been laid by the late Archbishop of Canterbury, was opened with great ceremony on 1st September, 1869.

Inverness has some manufactures of linen, plaidings, and

woollen stuffs, and breweries and distilleries. There is an important wool fair in July. During the year 1868, 3334 vessels, of 293,240 tons burden, entered and cleared the port.

Members of Parliament:—COUNTY; Donald Cameron, Esq. (C.), London residence, 32, St. James's Place, S.W. BOROUGH; E. W. Mackintosh, Esq. (L.), London residence, 38, Upper Brook Street, W.

Steamers run daily from Glasgow to Inverness.

Rail from London (King's Cross station), 10 A.M. and 9.15 P.M. Fare, 90*s*.

T. M. from London, 2*s*.

IONIAN ISLANDS, a group of islands in the Mediterranean, off the W. coast of Greece, between lat. 35° 55′ and 39° 55′ N., and lon. 19° 20′ and 23° 15′ E. The largest are CORFU, CEPHALONIA, ZANTE, and CERIGO (*which see*). Ship-building is carried on extensively, and many of the inhabitants are occupied in maritime trade and navigation. Currants, olive-oil, and maize are the principal exports; and cottons, sugar, coffee, woollens, apparel, coals, iron, &c., the chief imports.

Consul:—Sidney Smith Saunders, Esq.

T. M. from London, 10*s*.

IPSWICH, a river-port and town of England, co. Suffolk, on the Orwell, 40 m. S. Norwich, and 68 m. N.E. London, on the Gt. Eastern railway. Pop. 40,000. The town lies at the foot of a range of hills gradually sloping to the river, which is navigable up to this point by vessels drawing 15 ft., and is crossed by a handsome iron bridge. The town presents a flourishing appearance, and is not only improving, but rapidly extending. None of the churches are remarkable for architectural beauty; the town-hall, the shire-hall, the custom-house, the corn-exchange, &c., are some of the principal buildings. The principal business of the town consists in the corn and coal trade; large quantities of meal, flour, and malt being exported to London, while coals are extensively imported. A general foreign trade, especially in Norway timber, is carried on. 2274 vessels, of 176,557 tons burden, entered and cleared the port last year.

Members of Parliament:—Co. SUFFOLK; *East*, Hon. J. M. Henniker-Major (C.), London residence, 25, Chester Street, Belgrave Square, S.W.; Frederick S. Corrance, Esq. (C.), London residence, 22, Pall Mall, S.W. *West*, Major Windsor Parker (C.), London residence, 3, King Street, St. James's, S.W.; Lord A. H. C. Hervey (C.), London residence, 13, Lowndes Square, S.W. IPSWICH; Hugh E. Adair, Esq. (L.), London residence, 2, Upper Hyde Park Street, W.; H. W. West, Esq. (L.), London residence, 15, Cadogan Place, S.W.

Rail from London (Bishopsgate Street station), 7.15, 9.15, and 11.42 A.M.; 3.10, 4.25, and 8.30 P.M. Fare, 16*s.* 6*d.* 1st cl.
Hotel:—Coach and Horses.

IQUIQUE, a sea-port town of Peru, 40 m. W. Tarapacca, on the Pacific, opposite the island of Iquique; lat. 20° 12′ S., lon. 73° W. Pop. 1000. There are some valuable saltpetre works, the product of which is exported to England and France.
For steamers, *see* Table.

ISKANDEROON, *see* **ALEXANDRETTA.**

ISLAY, a port of Peru, on the Pacific Ocean, lat. 17° 5′ S., lon. 72° 10′ W. Pop. 5000. It is the port of the cities Arequipa, Puno, and Cuzco; and has a custom-house, &c. The imports, mostly manufactured goods, amount to about a quarter of a million sterling annually, and the exports, consisting of wool, bark, and spice, to nearly half a million.
Consul:—Samuel Vines, Esq.
For steamers, *see* Table.

ISLE OF MAN, an island belonging to the United Kingdom, in the Irish Sea; between lat. 50° 4′ and 54° 27′ N., lon. 4° 17′ and 4° 34′ W. Greatest length 35 m., greatest breadth 13 m. Area, 280 sq. m., exclusive of the Calf-of-Man, a small disjointed fragment of the island at its S. extremity. Pop. 53,000. Its general aspect, as viewed from the sea, is bold and precipitous. The chief towns are DOUGLAS, with a pop. of 10,000, CASTLETOWN, with a pop. of 2400, and RAMSAY, pop. 3000.
Steamers leave the Isle of Man for Dublin, twice a-week; Liverpool, Saturdays—6*s.*
Route from London (Euston Square station) to Liverpool, 6.15, 6.25, 7.30, 7.40, 9, 9.5, 10, and 11 A.M.; 2.45, 5, and 9.15 P.M. Fare, 35*s.* 1st cl. Thence by steamer to Isle of Man, passage, 6½ hours. Fare, 6*s.* 1st cl.
Hotels:—At Castletown, Commercial; at Douglas, Castle Mona; at Ramsay, the Mitre.
T. M. from London, 7*s.* 6*d.*

ISLE OF WIGHT, an island in the English Channel, off the S. coast of England, separated by the Solent and Spithead from the mainland of Hampshire, in which co. it is included. Length E. to W., 22½ m.; greatest breadth at its centre, 13½ m.; area, 136 sq. m., or 86,810 acres. Pop. 70,000. It is one of the most beautiful parts of the kingdom, presenting almost every variety of landscape in miniature. Surface on the N. coast undulating, and in many parts well wooded; it rises in elevation towards the centre, where a range of chalk hills traverses it from E. to W.; the highest point, St. Catherine Hill, is 830 feet above the

sea, and the S. (especially the S.E.) coast is characterized by precipitous cliffs, ravines, or chines, and scenery of a most romantic kind. On this side are the Culver Cliff, Dunnose Point, Shanklin, Luccombe, and Blackgang Chines, &c. Off its W. extremity are the Needle rocks. *See also* COWES, NEWPORT, and VENTNOR.

For Members of Parliament, *see* NEWPORT.

ISMAILIA, *see* **SUEZ.**

ISPAHAN, a celebrated city, formerly the cap. of Persia, 215 m. S. Teheran, on the river Zendarood; lat., 32° 39′ N., lon. 51° 44′ E. Pop. 120,000. The city, which was at the height of its glory in the 17th century, is now mostly in ruins. It stands in an extensive plain, abundantly watered, the river being 600 feet broad, and is surrounded by groves, avenues, and spreading orchards. The manufacture of all kinds of woven fabrics, from the most costly gold brocade of figured velvet to the most ordinary calico, is pursued on an extensive scale. There are also manufactures of gold and silver trinkets, paper, pen-cases, fire-arms, sword-blades of steel, glass, and earthenware. This city is the chief emporium of Persia, and on the great line of communication between India, Cabul, and China on the E., and Turkey, Egypt, and the Mediterranean on the W.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris (arr. *Chemin de fer du Nord*, dep. *Chemin de fer de Lyon*), Dijon, Lyon, Valence, Avignon, and Marseilles. Steamer (Messageries Impériales) to Beyrout; thence by horse or camel (three days) to Damascus; thence (fifteen days) to Bagdad; thence by Euphrates and Tigris Steam Navigation Company's steamer to Bussorah; thence by British India Steam Navigation Company's steamer to Bushire; thence by horse or camel (thirty days), *viâ* Shiraz, to Ispahan.

Or, *viâ* St. Petersburgh, Moscow, Nijni-Novgorod, by rail. Thence by Volga steamer to Astrachan, on the Caspian; thence by steamer to Resht; thence by horse or camel to Teheran (seven days); thence to Ispahan (seven days).

T. M. from London, 26*s.* 6*d.*

JACMEL, a sea-port S. coast of Hayti, at the head of a bay of same name, 28 m. S.W. Port-au-Prince; lat. 18° 17′ N., lon. 72° 33′ W. The upper part, built on rising ground, is usually called BELAIR. It has a considerable trade. The roadstead affords anchorage for every description of shipping, but is exposed to S. winds.

For steamers, *see* Table.

JAFFA, or **JOPPE**, a town and port of Turkey in Asia, on the coast of Syria, pach. Damascus, 32 m. N.W. Jerusalem and 60 m. S.S.W. Acre; lat. 32° 3′ N., lon. 34° 46′ E. Pop. 4000, one-fourth of whom are Christians. Jaffa still enjoys a considerable trade with the neighbouring coasts in corn, fruits, cotton, and coral; and exports large quantities of soap to Cairo and Damascus.

Consul:—Assaad Jacop Kayat, Esq.

Steamers of the Messageries Impériales leave Marseilles for Jaffa 8th, 18th, and 28th, at 4.30 P.M., returning 9th, 19th, and 29th, at 4 P.M. Fare, 674 fr. 1st cl. They leave Alexandria for Jaffa 7th, 17th, and 27th, 2 P.M., returning 3rd, 13th, and 23rd, at 4 P.M.

Steamers of the Austrian Lloyd's leave Constantinople for Jaffa Thursdays, 4 P.M., returning Sundays, 3 P.M. Syrian line, 13*l*. 13*s*.; Egyptian line, 13*l*. 7*s*.

T. M. from London, 15*s*. 6*d*.

JALTA (French, *Jaltee*), a sea-port of the Crimea, S. Russia; lat. 46° N., lon. 37° E. Pop. 2000. It was once a large town, which was destroyed by earthquake in the 15th century. The new town has been built on the ruins of the old, and has a custom-house, harbour, and small quay.

The steamers of the Russian Steam Navigation Company leave Odessa for Jalta, Thursdays, at 2 A.M.; returning Thursdays, 7.30 A.M. Fare, 28 roubles, 1st cl.

T. M. from London, 10*s*.

JAMAICA, *see* **KINGSTON**.

JANINA, a city of Turkey, cap. prov. Epirus, on the W. side of Lake Janina, 44 m. N. Arta; lat. 39° 49′ N., lon. 20° 7′ E. Pop. 40,000, of whom half are Greeks, and many Jews. It was burnt down in 1820 by order of Ali Pacha. The fortress contains the palace of the pacha and the consular residences.

Consul-General: — Major R. Stuart. Vice-Consul: — F. A. Cortazzi, Esq.

For route, *see* DURAZZO. Thence by local communication.

T. M. from London, 9*s*.

JASSY, a town and cap. of Moldavia, in Turkey, is situated 200 m. N.N.E. Bucharest, in a plain, on an affluent of the Pruth; lat. 47° 10′ N., lon. 27° 37′ E. Pop. 35,000, of whom many are Jews. It is well built and clean; has some good churches and public buildings, and an active commerce in cereals.

Consul:—Alexander Bower St. Clair, Esq.

For route from London, *see* LEMBERG; thence by rail to Suczava; thence by carriage to Jassy. The railway will be open to Jassy in January. *See also* TCHERNOVITZ.

T. M. from London, 7*s.* 6*d.*

JAVA, *see* **BATAVIA.**

JEDBURGH, a town of Scotland, co. Roxburgh, 56¼ m. from Edinburgh. Pop. 4000.

Member of Parliament:—Co. ROXBURGH; Sir William Scott, Bart. (L.), London residence, 63, St. James's Street, S.W.

Rail from London (King's Cross station) to Edinburgh, 10 A.M. and 9.15 P.M. Fare, 70*s.* 1st cl. Thence to Jedburgh.

Hotel:—Spread Eagle.

T. M. from London, 2*s.*

JEDDAH, or **DJIDDAH,** a sea-port of Arabia, 65 m. W. Mecca, of which it is the port; lat. 21° 28′ 3″ N., lon. 39° 13′ E. Pop. 25,000. The public buildings comprise numerous khans and mosques, the governor's residence, custom-house, and the reputed tomb of Eve. As the country around is a desert, provisions have to be brought from long distances; rain-water has to be collected in cisterns, yet there is a large transit trade in provisions, clothing, spices, teak, &c. Coral, cutlery, mirrors, dates, coffee, balsam, &c., are sent by sea to Suez, whence they are distributed over the whole Levant. Many thousand pilgrims pass through here annually *en route* to Mecca.

Consul:—Arthur Raby, Esq.

The steamers of the Assaziah Steamship Co. from Suez touch at this port.

JEDDO, *see* **YEDO.**

JELLAH KOFFEH is a small port, lying between Accrah and Lagos, on the W. coast of Africa; lat. 5° 35′ N., lon. 0° 7′ E.

For steamers, *see* Table.

JERSEY, the largest and most S.E. of the islands belonging to Gt. Britain, in S. of the English Channel, 15 m. W. the coast of France and 88 m. S.S.E. Portland Bill; lat. of ST. HELIERS, 49° 11′ 3″ N., lon. 2° 7′ W. Length, E. to W., 11 m.; breadth, 5 m. Pop. 60,000. Coasts are rocky; the only considerable

inlet is St. Aubin's Bay, on the S. side, skirted by a sandy shore. Surface undulating; the hill ranges, consisting of granite and schist, run mostly N. to S., enclosing several fertile valleys. Climate mild. Little corn is raised, the chief product being apples. About 2000 hhds. of cider are annually exported. Cows of a small but good breed are numerous, and butter is exported. Off the S.E. coast are oyster-beds. There is an active trade with England, the exports comprising cattle, potatoes, spirits, oysters, and granite, in return for cotton and woollen fabrics, hardware, cutlery, and about 20,000 tons of coal annually. Foreign imports are wine, brandy, skins, fruit, poultry, timber, tallow, hemp, linens, and corn. The native inhabitants speak a French patois, and preserve many Norman customs, the Channel Islands having formed a part of the Norman dominions, and remained attached to England since the Conquest. English is generally understood.

Steamers run to and from Southampton, *viâ* Guernsey, Mondays, Wednesdays, and Fridays, 20*s.* 1st cl. The train in connection with these steamers leaves Waterloo station at 9 P.M.

Steamers also run Mondays and Thursdays (9*s.* 1st cl.) between Jersey and St. Malo.

Hotel:—The Imperial.

T. M. from London, 6*s.* 8*d.*

JERUSALEM, one of the most ancient and most interesting cities in the world, situated in Asiatic Turkey, Palestine, 126 m. S.S.W. Damascus, 33 m. distant in a direct line from the Mediterranean, and 15 m. from the Dead Sea, to which there is a descent of no less than 3870 feet; lat. 31° 46′ N., lon. 38° 13′ E. Pop. 15,000. A valley divides the city into two nearly equal portions, while these portions are again subdivided by two minor transverse valleys, thus forming four distinct ridges or hills: Zion on the S.W., Acra on the N.W., Moriah on the S.E., and Bezetha on the N.E. The bottom of the valley of Jehosaphat forms the bed of the brook Kedron, which flows only in the rainy season; and on the opposite side of it, on the E., rises the Mount of Olives, overlooking the city, and commanding the finest view of it. To the S. of the Mount of Olives, and properly a continuation of it, is a hill called the Mount of Offence. On the S. of the valley of Hinnom is another, called the Hill of Evil Counsel; and considerably to the N., beyond a W. sweep of the valley of Jehosaphat, a series of lofty eminences are conspicuous; and thus on all sides except the W. Jerusalem may be said to be encompassed by mountains. The walls have a circumference of 2¼ m. They were built by the Turks about three centuries ago with the materials of the ancient walls. On the highest part of Mount Zion is a citadel, surrounded by

strong walls, flanked with towers. The interior of the city is not attractive. A large part of it is occupied by mosques, churches, and convents, and, the number of inhabited houses being small, the place bears a dull aspect. The only street well known by its name is the Via Dolorosa, so named because our Saviour is said to have borne his cross up it when about to be crucified. A little S. of the Via Dolorosa is the church of the Holy Sepulchre, alleged to contain the grave in which our Saviour lay. The church was erected by the Empress Helena.

See also BETHLEHEM.

Consul:—Noel Temple Moore, Esq.

Route from London, *viâ* Cairo (*which see*); thence (*Short Desert*) by dromedary, *viâ* Suez, El Arish, Rafa, Gaza, and Bethlehem. Or (*Long Desert*), from Cairo, *viâ* Suez, Ayun Mousa, Bir Howárah (Marah), Gebel Mousa (Sinai) (Convent of Santa Catarina), Akaba, Petra, Gaza, and Bethlehem. Or, by steam from Alexandria (*which see*) to Jaffa; thence by horse. A carriageable road between Jaffa and Jerusalem has not been completed within the expected time; a European engineer sent by the Porte has recently arrived to continue the work.—*Vide* 'Consular Report,' 1869.

Hotel:—La Méditerranée.

T. M. from London, 15*s.* 6*d.*

KANAGAVA, *see* **YOKOHAMA.**

KASAN, or **KAZAN,** a city of European Russia, 403 m. E. Moscow, about 5 m. from the river Volga; lat. 55° 45′ N., lon. 49° 22′ E. Pop. 65,000. There are many factories of different kinds here, and its soap and stearine works and tanneries are important. Kasan is celebrated for its university and educational establishments. It is the entrepôt of the commerce between Siberia, Bokhara, and European Russia, and has extensive trade on the Volga.

Route from London, *viâ* Moscow (*which see*), and by rail to Nijni-Novgorod; thence by carriage.

T. M. from London, 10*s.*

KENDAL, a town and parliamentary borough of England, co. Westmoreland, 251½ m. from London by London and N.-Western railway, on a branch of the Preston railway, 38 m. S.S.E. Carlisle. Pop. 11,000. The city lies in the vale of Ken, and is surrounded by lofty hills. Principal buildings: an ancient and a modern church, town-hall, court-house, assembly-rooms, museum, &c. There are some manufactures, and communication with Lancaster by canal. LAKE WINDERMERE, one of the finest of the English lakes, lies 8½ m. N.W. Kendal. It is 11 m. in length, and 1 m. in width; its shores are well wooded, especially on the W. side, Furness-fell, a steep height, which is covered with fir. There are some small islands in the centre of the lake. On the E. bank of the lake lies BOWNESS, which is connected by rail with Kendal. Near the N. extremity lies the little town of AMBLESIDE, which has a few manufactures and lead and copper mines.

Member of Parliament:—J. Whitwell, Esq. (L.), London residence, Westminster Palace Hotel, S.W.

Rail from London (Euston Square station), 6.25, 7.30, 9, and 11 A.M.; 2.45 P.M. Fare, 45*s.* 1st cl.

Hotel:—The King's Arms. Bowness, The Crown. Ambleside, Queen's.

T. M. from London, 2*s.*

KENT. For co. members, *see* **MAIDSTONE.**

KERASSUNDE, a sea-port of Asiatic Turkey, 70 m. W. Trebizond, on the Black Sea; lat. 40° 56′ 20″ N., lon. 38° 24′ 55″ E. Pop. 3000. It stands on a rocky promontory, with a spacious bay on its E. side. Ship-building and trade in corn. Near it are mines of rock-alum.

The steamers of the Messageries Impériales leave Constantinople for Kerassunde, Mondays, 2 P.M., returning Sundays, 3 A.M.
T. M. from London, 15*s.* 6*d.*

KERRY. For co. members, *see* **TRALEE.**

KERTCH, a sea-port town of European Russia, in the Crimea, on a spacious bay on the W. side of the Straits of Yenikale; lat. 45° 22′ N., lon. 36° 29′ E. Pop. 13,000. The quarantine of the sea of Azof has been established here. Corn, salt, and hides are the chief articles of export. In the outer road there are 19 ft. of water, in the inner bay 24 ft., and close to the shore from 9 to 11 ft. Coal is the only article of import.
Steamers of the Russian Steam Navigation Co. leave Odessa for Kertch every Thursday, at 2 A.M.; returning Wednesdays, at 11 A.M. Fare, 28 roubles.
Consul:—Peter Barrow, Esq.
T. M. from London, 10*s.*

KEW, a village of England, co. Surrey, on the S. bank of the Thames, 9 m. from London by S.-Western railway. Pop. 2000. It is noted for the botanical gardens, which contain the finest collection of plants in Europe. Admission free. The royal palace at Kew was the favourite residence of George III.
Trains leave Victoria and Waterloo stations every hour. Fare, 1*s.* 1st cl.

KHERSON, a fortified town of S. Russia, on r. b. of Dnieper, 92 m. E.N.E. Odessa; lat. 46° 39′ N., lon. 32° 32′ E. Pop. 40,000. It is divided into four quarters: the citadel, in which are the arsenal, barracks, other government buildings, and the cathedral; the Admiralty quarter, with excavated docks for the construction of ships of war, &c.; and the Greek and military suburbs. Owing to the difficulty of navigating the river, Odessa, 15 m. below Kherson, has taken its place as an emporium. There is some trade in masts, staves, planks, flax, hemp, &c.
Steamers of the Russian Steam Navigation Co. leave Odessa for Kherson, Tuesdays, Thursdays, and Sundays, at 8 A.M.; returning Mondays, Wednesdays, and Fridays, at 8 A.M.
T. M. from London, 10*s.*

KIACHTA, a town of Russia, Oriental Siberia, govt. Trans Baikal, lies close to the Chinese frontier, in lat. 50° 16′ N., and lon. 106° 44′ E. Pop. 6000. The upper part of the town is fortified, and contains the government offices and a church; the lower town lies at some little distance, opposite the Chinese city of Mai-ma-tchin, and is inhabited by merchants, &c. Kiachta is the great entrepôt of the trade between Russia and

China. Furs, lamb-skins, cloth, linen, cattle, and cash here change owners in return for tea, silk, nankeen, porcelain, drugs, and other produce of China.

An English gentleman residing at Kiachta, Mr. C. Mitchell Grant, has successfully organized telegraphic communication between Europe and China and Japan by Siberian telegraphic line *viâ* Kiachta.

The Russian telegraph line from Moscow extends, *viâ* Nijni-Novgorod, Kasan, Perm, Ekaterinburgh, Tiumen, Omsk, Tomsk, Krasnoyarsk, Irkutsk, and Udinsk, to Kiachta in Oriental Siberia; thence the messages received from the U. States, Great Britain, or the continent of Europe by telegraphic wire direct are forwarded by Mr. Grant's special Mongolian service, consisting of 40 couriers and nearly 300 ponies, to Tien-tsin, the contract time being 11 days between these two points. The telegrams received at Tien-tsin for Shanghai, Hankow, Kiukiang, Foo-chow, Amoy, Hong Kong, and to the Japanese ports of Yokohama, Nagasaki, Yedo, Hiogo, and Osaka, are immediately dispatched to their destination by means of the numerous steamers which are constantly running between Tien-tsin and the above-named ports. The merchant at Hong Kong can take advantage of this line to reply to letters or telegrams received by the P. and O. mail service from Europe. A telegram bag is made up at Shanghai on the arrival of each P. and O. mail steamer from Hong Kong, and telegrams from Europe are forwarded by first steamer from Shanghai. The service is closed from 29th Nov. to 16th Feb. on account of the severe frost.

Messages from London are forwarded every Tuesday from any station of the Submarine and Magnetic Telegraph Company. The charge is 15 taels (90*s.*) for every 20 words, payable at the port of delivery, in addition to 22*s.* 6*d.* payable in London for the message to Kiachta. 5 taels extra for every 10 additional words.

Telegrams must invariably be addressed 'GRANT, KIACHTA.'

For route from London, *see* MOSCOW; thence by rail to Nijni-Novgorod; thence by carriage to Kasan, Perm, Ekaterinburgh, Omsk, Tomsk, and the stations along the great telegraph line to Kiachta.

T. M. from London, 22*s.* 6*d.*

KIDDERMINSTER, a market town in England, co. Worcester, 134¾ m. N.W. of London by Gt. Western railway. Pop. 15,000. It is a station on the Oxford, Worcester, and Wolverhampton railway. It is bounded on the W. by the river Severn, and intersected by the river Stour and the Worcestershire canal. Its staple manufacture is that of carpets of various descrip-

tions. There are also iron-foundries, malting-houses, breweries, wire-works, dye-works, tanneries, and a paper-mill.

Member of Parliament:—Thomas Lea, Esq. (L.), London residence, 72, Chester Square, s.w.

Rail from London (Paddington station), 6 and 10 A.M.; 2.20 and 6.20 P.M. Fare, 21*s.* 4*d.* 1st cl.

Hotel:—Black Horse.

T. M. from London, 1*s.* 6*d.*

KIEL, a sea-port of Prussia, duchy of Holstein, on a fine bay of the Baltic, 53 m. N.N.E. Hamburgh, at the terminus of railway from Altona; lat. 54° 19′ N., lon. 10° 8′ E. Pop. 20,000. Chief edifices: the cathedral church of St. Nicholas, a royal palace, and the public baths. It has a university, an observatory, &c. Manufactures: iron goods and machinery, tobacco, starch, and refined sugar. The harbour is excellent. It is nearly 3 m. long, 1¼ m. broad, 40 ft. deep, and ships of the heaviest tonnage find a safe refuge in it. The Prussians have erected strong fortifications right and left of the entrance to the harbour, and provided them with guns. A floating-dock is about to be constructed. Kiel is destined to be the Cherbourg of Prussia.

Steamers leave Kiel for Korsoer daily, 9 A.M.; returning 10.30 P.M.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Cologne, and Hamburgh. Thence by rail.

Consul:—William von Iven, Esq.

T. M. from London, 6*s.*

KIEV, a town in Russia, cap. of gov. of same name, 273 m. N. Odessa; lat. 50° 26′ N., lon. 30° 33′ E. Pop. 70,000. Stands on the r. b. of the Dnieper, here crowned by a magnificent suspension bridge. It is noted for its monasteries and other ecclesiastical buildings.

Steamers ply twice a-week in summer between Kiev and Ekaterinoslaf, from whence travellers may proceed to Kherson, and take boat to Odessa. The steamers between Nicopol, on the Dnieper, and Kherson, three times a-week.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Cologne, Berlin, and Warsaw; thence by carriage.

T. M. from London, 10*s.*

KILDARE. For co. members, *see* **NAAS.**

KILKENNY, a city and parliamentary borough of Ireland, co. Kilkenny, 62 m. S.W. Dublin. Pop. of parliamentary

borough, 15,000. There are quarries of black marble in the vicinity. Chief objects of curiosity, the cathedral of St. Canice and an ancient round tower.

Members of Parliament:—Co. KILKENNY; G. L. Bryan, Esq. (L.), London residence, 55, Jermyn Street, S.W.; Hon. L. G. F. Agar-Ellis (L.), London residence, 99, Belgrave Road, S.W. BOROUGH; Sir John Gray, Bart. (L.), London residence, 7, Bedford Street, Bedford Square, W.C.

Route from London (Euston Square station), *viâ* Holyhead and Kingstown.

Hotel:—

T. M. from London, 4*s*.

KILLARNEY, a town of Ireland, co. Kerry, 46 m. W.N.W. Cork, at the terminus of the Cork and Killalee Junction railway. Pop. 5000. It has a parish church, a Roman Catholic cathedral, nunnery, court-house, market-house, and assembly-rooms. The most southern of the celebrated LAKES OF KILLARNEY lies within 1½ m. W. of the town. It is 3½ m. in length and 2 m. broad, and is divided by a tongue of land from the middle lake. On the W., S., and S.E. sides of the lakes are lofty mountains intersected by ravines. They are covered with some of the finest woods, and contain some of the boldest cascades in Ireland. The lakes are fed by the river Flesk and smaller streams, and discharge their contents by the Leune, at the N.W. extremity of the lower lake.

Route from London (Euston Square station), *viâ* Holyhead and Kingstown.

Hotel:—Victoria.

T. M. from London, 4*s*.

KILMARNOCK, a manufacturing town of Scotland, on the Irvine, 12 m. N.N.E. Ayr, with which and Glasgow it is connected by rail. Pop. 25,000. Chief buildings: town-hall, corn-exchange, six banks, academy, &c. Manufactures are considerable. Kilmarnock, with Renfrew, Port Glasgow, Dumbarton, and Rutherglen, sends one member to the House of Commons.

Member of Parliament:—Right Hon. E. P. Bouverie (L.), London residence, 44, Wilton Crescent, S.W.

Rail from London (Euston Square station), *viâ* Carlisle and Dumfries. Fare, 69*s*. 3*d*. 1st cl.

Hotel:—

T. M. from London, 2*s*.

KINCARDINE. For co. member, *see* **STONEHAVEN.**

KING GEORGE'S SOUND, S.W. Australia, is an inlet of the Indian Ocean, in lat. 35° 6′ S., lon. 118° 1′ E., formed on the S.

side by a promontory called Bald Head. It is a good roadstead, and is partially sheltered from the prevalent E. winds by two islands which lie at its entrance. It receives King and Kalagom rivers, and on its shores is the town of ALBANY, which is a coaling station for the P. and O. steamers.

For steamers, *see* Table.

KING'S COUNTY. For co. members, *see* **TULLAMORE.**

KINGSTON, a town in Canada, on Navy Bay, Lake Ontario, on the Rideau Canal and Grand Trunk railway, 125 m. E.N.E. Toronto; lat. 44° 14′ N., lon. 76° 30′ W. Pop. 14,000. The manufactures consist chiefly of steam-engines, locomotives, boilers, agricultural implements, iron-work, soap and candles, and leather. There are also several breweries and distilleries.

Steamers run daily during the summer months between Montreal and Ottawa, and Kingston and Ottawa, *viâ* the Rideau Canal.

Hotel:—Kent's British-American.

T. M. from London, 30*s.*

KINGSTON, the principal commercial city and sea-port of Jamaica, co. Surrey, on its S. coast, on the N. side of a fine harbour; lat. 18° 1′ N., lon. 76° 48′ W. Pop. 40,000. It stands on a gentle slope, and is regularly laid out, its houses being mostly of two stories and furnished with verandahs. The parade (a large square) contains the barracks, a Wesleyan chapel, and theatre. Kingston harbour, a landlocked basin, available for the largest ships, is enclosed southwards by a long tongue of land, at the extremity of which is PORT ROYAL. Upper Park Camp, with the barracks, &c., is about 1½ m. N. the city. There is a railway between Kingston and Spanish Town, 10 m. W. The staple article of export is sugar. About 300 vessels annually enter and clear the port.

For steamers, *see* Table.

Letters from England to Jamaica, *viâ* Southampton, under ½ oz., 1*s.*; 1 oz., 2*s.*; registr. fee, 4*d.*; newspapers, 1*d.* By French packet: under ½ oz., 1*s.*; 1 oz., 2*s.*; registr. fee, 4*d.*; newspapers, 2*d.*, not exceeding 4 oz.

KINGSTOWN, a sea-port and fashionable bathing-place of Ireland, co. Dublin, 5 m. S.E. Dublin; lat. 53° 17′ N., lon. 6° 8′ W. Pop. 15,000. It has two stations on the Kingstown and Bray section of the Dublin and Wicklow railway—one in the town, and the other at Sandycove harbour, the Royal Mail-packet station. It is situated on the southern shore of the bay of Dublin, and possesses a pier-harbour 3500 ft. in length. A quay, 40 ft. wide, is continued along the pier. A revolving light is placed at the extremity of the western pier. This

harbour is now exclusively the station for the Holyhead and Liverpool steam-packets. The Dublin and Kingstown railway affords frequent intercourse between these two towns. The chief business is in connection with fisheries, and in the cross-channel trade, consisting of the export of cattle, corn, granite, and lead-ore; and the importation of timber, coal, and iron. —*See* also DUBLIN.

Route from London (Euston Square station), *viâ* Holyhead. Fare, 61*s.* 1st cl.

Hotel:—Royal Marine.

T. M. from London, 3*s.*

KINROSS, a town of Scotland, co. Kinross, 21 m. N.W. by N. Edinburgh. Pop. 2500.

Member of Parliament:—Cos. CLACKMANNAN and KINROSS; William P. Adam, Esq. (L.), London residence, 2, Eaton Place South, s.w.

Rail from London (King's Cross station), *viâ* Edinburgh (*which see*).

Hotel:—Kirkland's.

T. M. from London, 2*s.*

KINSALE, a sea-port of Ireland, co. Munster, 14 m. S.S.W. Cork, on rail, on the estuary of the Bandon river called Kinsale harbour, 2 m. from the Atlantic; lat. 51° 36′ 45″ N., lon. 8° 32′ 16″ W. Pop. 5000. The harbour is excellent, and was formerly a naval depôt, but the trade is now mostly transferred to Cork. The fisheries are a source of considerable income. Kinsale has become a favourite resort for sea-bathing. A lighthouse is on a promontory, the 'Old Head' of Kinsale.

Member of Parliament:—Sir George C. Colthurst, Bart. (L.), London residence, 36, Wilton Crescent, s.w.

Route from London (Euston Square station), *viâ* Holyhead and Kingstown.

Hotel:—The Commercial.

T. M. from London, 4*s.*

KIRKCALDY, a sea-port of Scotland, co. Fife, 11 m. N.E. Edinburgh, on the N. side of the Frith of Forth, and on the N. British railway, 6 m. N.E. Burntisland; lat. 56° 7′ N., lon. 3° 9′ W. Pop. of borough, 12,000. Principal buildings: town-hall, corn-exchange, banks, churches, &c. There are extensive manufactures, spinning-mills, dye-works, foundries, mills, &c. In the vicinity there are considerable coal-fields and lime-works. Imports: chiefly flax, timber, guano, and corn. Exports: manufactured goods. The harbour is tidal, but has a wet dock. 2922 vessels, of 268,127 tons burden, entered and cleared the port during the year 1868.

Member of Parliament:—Roger S. Aytoun, Esq. (L.), London residence, 33, Upper Brook Street, w.

Rail from London (King's Cross station), *viâ* Edinburgh, 10 A.M. and 9.15 P.M. Through fare, 72*s.* 3*d.*

Hotel:—

T. M. from London, 2*s.*

KIRKCUDBRIGHT, a town of Scotland, co. Kirkcudbright, 28 m. S.W. Dumfries. Pop. 3000. The ruins of an old castle stand in the middle of the town, which give it a fine appearance.

Member of Parliament:—Co. KIRKCUDBRIGHT; W. H. Maxwell, Esq. (C.), London residence, 36, Half-moon Street, w.

Rail from London (King's Cross station), to Newcastle-on-Tyne, 7.40, 9, 10, and 12 A.M.; 5.25, 8, and 9.15 P.M.; thence to Kirkcudbright. Through fare, 60*s.* 1st cl.

Hotel:—Selkirk Arms.

T. M. from London, 2*s.*

KIRKWALL, a sea-port town of Scotland, cap. co. Orkney, on a bay, N.E. side of Mainland or Pomona, 26 m. N.N.E. John O'Groat's; lat. 58° 59′ 2″ N., lon. 2° 57′ 2″ W. Pop. 5000. Chief edifice, the cathedral of St. Magnus, a fine cruciform building in mixed Norman and Gothic. There are some manufactures, and export of fish, beef, butter, tallow, &c. Kirkwall joins Cromarty, Wick, Dingwall, Dornoch, and Tain in sending one member to the House of Commons. 1040 vessels, of 88,251 tons burden, entered and cleared the port during the year 1868.

Member of Parliament:—ORKNEY AND SHETLAND ISLES; Frederick Dundas, Esq. (L.), London residence, 24, Hanover Square, w.

Steamers run between Edinburgh and Kirkwall, Tuesdays and Fridays.

Hotel:—

T. M. from London, 7*s.* 6*d.*

KIU-KIANG, a commercial town of China, in the green tea country, prov. Keangse, on the Yang-tze; lat. 29° N., lon. 115° 30′ E. Pop. 50,000. The exports, principally tea, paper, and hemp, amount to about 3,000,000*l.* annually; and the imports, principally cotton goods, cloths, and sugar, to nearly 2,000,000*l.*

The steamers of the Shanghai Steam Navigation Company and of the Union Company, *en route* from Hankow to Shanghai and *vice versâ*, touch at this port,—the former line three times a-week, the latter once.

Consul:—Patrick J. Hughes, Esq.

KNARESBOROUGH, a town and parliamentary borough of England, co. York, 18 m. W.N.W. York, on the Leeds and Thirsk railway. Pop. of parliamentary borough, 6000. Near this town is the famous 'dropping well.'

Member of Parliament:—A. Illingworth, Esq. (L.), London residence, Westminster Palace Hotel, s.w.

Rail from London (King's Cross station), 7.40, 9, 10, and 12 A.M.; 12.45, 5.25, and 9.15 p.m. Fare, 35*s.* 9*d.* 1st cl.

Hotel:—The Commercial.

T. M. from London, 2*s.*

KONIGSBERG, a large city of Prussia, 320 m. N. of Berlin; lat. 54° 42′ N., lon. 20° 30′ E. Pop. 95,000. It is a station on the railway from Berlin to St. Petersburgh. A bar at the mouth of the Pregel prevents vessels drawing more than 6 feet ascending higher than PILLAU (*which see*). This is consequently its proper port. A part of the town is built on an island, the foundation of the houses being on piles. The principal exports are grain of all descriptions; the imports are colonial produce, cotton, wool, wine, and spirits.

Consul for Konigsberg and Pillau:—William James Hertslet, Esq.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Cologne, Hanover, Berlin, Bromberg, Dirschau, and Marienburg.

T. M. from London, 6*s.*

KORSOER, a port of Denmark, prov. Zealand, on the Great Belt, 61 m. S.S.W. Copenhagen, opposite Nyeborg; lat. 55° 19′ N., lon. 11° 8′ E. Pop. 3000. It communicates by railway with Copenhagen, and there is daily communication by steamer with Kiel; likewise twice a-week with Svendborg, Sonderborg, and Flensborg.

Route from London, *viâ* Hamburgh; thence from Altona by rail to Kiel and steamer, as above.

Hotel:—Gustavus Adolphus.

T. M. from London, 5*s.*

KÖSLIN, or **COSLIN**, a town of Prussia, prov. Pomerania, 4 m. from the Baltic, 85 m. N.E. of Stettin; lat. 54° 12′ N., lon. 16° 10′ E. Pop. 13,000. There is a society of arts, a college, and manufactures of woollens, linens, silks, hosiery, soap, tobacco, with tile-works, and a trade in cattle.

For route from London, *see* BERLIN; thence by rail to Stettin and Stargard.

T. M. from London, 6*s.*

KURRACHEE, the principal sea-port on the coast of Scinde, on a large creek or inlet, forming a good haven, perfectly safe in all winds, and having been deepened so as to admit large vessels; lat. 24° 47′ 3″ N., lon. 66° 56′ 15″ E. Pop. 30,000. The town stands on a low sandy shore; the streets are narrow.

A considerable trade is carried on with Bombay and the principal ports on the Malabar coast. The exports consist of camels, saltpetre, rice, salt, ghee, hides, tallow, oil, indigo, cotton, and carpets. The imports are metals, hardware, ivory, and glass; rice and grass are brought from Cutch. It communicates by rail with Kotree, 105 m., has large warehouses and banking establishments, and all requisites for a vast commercial emporium.

Through fare from Southampton, *viâ* Bombay (for steamer, *see* Table) and British India Steam Navigation Company's steamer, 95*l*. Passengers can be booked through from Kurrachee to Umritsur, Lahore, and intermediate stations, proceeding by India steamer which leaves Kotree about 24 hours after arrival of English mail in Kurrachee.

T. M. from London, 49*s*. 6*d*.

KUSTENDJI, a fortified sea-port of Turkey, Bulgaria, Black Sea, W. coast, 40 m. E. Rassova, at the termination of Trajan's Wall, of which some traces remain; lat. 44° 12′ N., lon. 28° 21′ E. Pop. 5000. It has trade in corn, of which large quantities grow in the vicinity, but the harbour is ill adapted for large ships.

Consul:—Lieut.-Col. F. F. Sankey.

The steamers of the Austrian Lloyd's leave Constantinople for Kustendji, Mondays, 4 P.M.; returning Wednesdays, 6 A.M.

T. M. from London, 9*s*.

LA CALLE, a port of Algeria, N. Africa; lat. 37° N., lon. 8° E. Pop. 3000. Here is an important coral fishery, also an ample supply of timber.

The steamers of the Messageries Impériales leave Marseilles for La Calle on Fridays, 5 P.M.; returning Sundays, 11 A.M.

T. M. from London, 10*s*.

LAGOS, a port in the Bight of Benin; lat. 6° 20′ N., lon. 3° 30′ E. It used to be one of the most notorious slave stations on the W. coast of Africa. European vessels land their goods on the outer beach.

Consul:—M. J. Simoes, Esq.

For steamers, *see* Table.

LAGOS, a port of Turkey, 88 m. S.W. Adrianople; lat. 40° 58′ N., lon. 25° 5′ E. Pop. 3000.

The steamers of the Austrian Lloyd's leave Constantinople for Lagos, Saturdays, 4 P.M.; returning Tuesdays, 5 P.M. Fare, 63*s*. 6*d*. 1st cl.

T. M. from London, 9*s*.

LA GUAYRA, a sea-port of Venezuela, S. America, on the Caribbean Sea, 11 m. N.N.W. Caraccas; lat. 10° 36′ N., lon. 67° 6′ W. Pop. 8000. It is surrounded by mountains and rocks. The streets are narrow, tortuous, and ill-paved, and the houses ill-built. Its port is a mere roadstead, open to the N. and E., and slightly sheltered to the W. by Cape Blanco. Its trade is extensive. Principal exports, coffee, cocoa, indigo, and hides; imports, manufactured goods and provisions.

Vice-Consul:—David Lobo, Esq.

A steamer leaves St. Thomas for La Guayra, *en route* to Porto Cabello and Curaçoa, on the arrival of the Royal Mail steam-packet from Southampton.

For steamers from Europe, *see* Table.

LAHORE, a city of the Punjaub, Hindostan; lat. 31° 36′ N., lon. 74° 18′ E. Pop. 120,000. It is noted for the remains of Mogul grandeur. It was formerly surrounded by a high wall and fortifications, which, however, have been demolished since the annexation of the Punjaub to our empire in 1849. There are extensive and well-stocked bazaars, but the city is so unhealthy that the cantonments for the strong military force which is always stationed here have been removed to MEEANMEER, about 5 m. distant. The heat during the summer months is intense, and disastrous to Europeans.

For route, *see* KURRACHEE.

T. M. from London, 57*s*.

LALAND, an island of Denmark, in the Baltic, between lat. 54° 38′ and 54° 58′ N., and lon. 11° 53′ E., forming, with FALSTER, from which it is separated by the narrow but navigable channel of Guldborg, a province of the kingdom. Pop., with Falster, 90,000. The soil of both islands is most fertile, and fruit and corn are largely exported. Ship-building is carried on to some extent.

Steamers leave Lubeck for Laland and Falster, Mondays, Tuesdays, Thursdays, and Fridays.

T. M. from London, 5*s*.

LA LIBERTAD and **LA UNION**, two small ports of Central America, S. of Acajutla; lat. 12°-14° N., lon. 89°-90° W.

For steamers *see* Table.

LAMBAYEQUE, a port of Peru, 120 m. N.W. Truxillo, on the Lambayeque; lat. 6° 48′ S., lon. 79° 52′ W. Pop. 8000. It lies near the mouth of the river, about 5 m. from the sea. The roadstead, about 1¼ m. off the shore, is the worst anchorage on the coast of Peru. To the N. of Lambayeque lies the minor port of PIMENTEL.

Consul:—W. V. Fry, Esq.

For steamers, *see* Table.

LANARK, a town of Scotland, co. Lanark, 23 m. S.E. Glasgow. Pop. 8000. In the niche of the church is a colossal statue of the patriot Wallace.

Members of Parliament:—Co. LANARK; *North*, Sir T. E. Colebrooke, Bart. (L.), London residence, 37, South Street, w. *South*, J. G. C. Hamilton, Esq. (L.), London residence, 15, Eaton Place, S.W.

Rail from London (King's Cross station) to Newcastle-on-Tyne, 7.40, 9, 10, and 12 A.M.; 5.25, 8, and 9.15 P.M. Fare, 53*s*. 3*d*. 1st cl. Thence to Lanark.

Hotel:—The Clydesdale.

T. M. from London, 2*s*.

LANCASHIRE. For co. members, *see* **LIVERPOOL.**

LANCASTER, a town of England, co. Lancaster, 231¾ m. from London by London and N.-Western railway. Pop. 16,000. Chief structures: an aqueduct, carrying the Lancaster canal across the river; the castle, which embraces within its area the county-court-house, gaol, and penitentiary; lunatic asylum, town-hall, custom-house, and other public buildings. It has railway communication with all parts of the kingdom.

For co. members, *see* LIVERPOOL.

Rail from London (Euston Square station), 6.25, 7.30, 9, and 11 A.M.; 2.45, 8, and 9 P.M. Fare, 41*s.* 1st cl.

Hotel:—King's Arms and Royal Hotel.

T. M. from London, 2*s.*

LANDSCRONA, a fortified sea-port town of Sweden, prov. Malmö, on a tongue of land projecting into the Sound, 16 m. N.E. of Copenhagen; lat. 55° 47′ N., lon. 12° 49′ E. Pop. 6000. The town has strong walls and is well laid out, with a safe and well-sheltered harbour with 20 ft. of water. The exports are corn, fish, tar, pitch, timber, and alum.

Steamers to and from Copenhagen daily.

T. M. from London, 8*s.*

LARNICA, *see* **CYPRUS.**

LATAKIA, a sea-port of Syria, 75 m. N. Tripoli, on the Mediterranean; lat. 35° 30′ N., lon. 35° 48′ E. Pop. 8000. It has a custom-house, and several warehouses. Principal exports: tobacco, of a fine flavour, which is grown on the fields near; cotton, wax, scammony, and sponge. Imports: sugar, coffee, spices, cotton twist, printed goods, and woollens.

Consul:—Nicholas Vitalis, Esq.

The steamers of the Messageries Impériales leave Marseilles for Latakia, 8th, 18th, and 28th, at 4.30 P.M.; returning, 2nd, 12th, and 22nd, noon. Fare, 591 fr. 1st cl.

Letters from England to Latakia, by French packet, under ¼ oz., 6*d.*; ¼ oz., 1*s.*; ¾ oz., 1*s.* 6*d.*; 1 oz., 2*s.*; registr. fee, 6*d.* ¼ oz.; newspapers, 2*d.*, not exceeding 4 oz. *Viâ* Belgium and Trieste: under ½ oz., 9*d.*; 1 oz., 1*s.* 6*d.*; registr. fee, *none*; newspapers, 3*d.* 4 oz. *Viâ* France and Trieste: under ¼ oz., 8*d.*; ½ oz., 1*s.* 2*d.*; ¾ oz., 1*s.* 10*d.*; 1 oz., 2*s.* 4*d.*; registr. fee, *none*; newspapers, 3*d.*, not exceeding 4 oz.

T. M. from London, 17*s.*

LAUNCESTON, a town and parliamentary borough of England, co. Cornwall, 20 m. N.E. Bodmin. Pop. of parliamentary borough, 3000.

Member of Parliament:—H. C. Lopes, Esq. (C.), London residence, 8, Cromwell Place, South Kensington, W.

Rail from London (Paddington station) to Plymouth, 6, 9.15, and 10.10 A.M.; 4.50, 8.10, and 9 P.M. Fare, 59*s.* 7*d.* 1st cl. Thence to Launceston.

Hotel:—The Royal.

T. M. from London, 2*s.*

LAUSANNE, a city in Switzerland, canton Vaud, ½ m. from Ouchy, its port on the N. shore of the lake of Geneva, 450 ft. above the lake and 1700 ft. above the sea, 30 m. N.E. Geneva, on the railway from Bern to Geneva, at the junction of the

Elme and Louve; lat. 46° 32′ N., lon. 6° 9′ E. Pop. 25.000. The city is finely situated on three eminences and their valleys, but the streets are steep and irregular. At the highest point of the city is the castle, a massive square building of stone, flanked at its angles by four brick towers. From the cathedral a magnificent view is obtained of the lake, and, far beyond, the mountains of Savoy.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Aix-la-Chapelle, Cologne, Coblentz, Mayence, Heidelberg, Carlsruhe, Basel, and Freiburg. Fare, 118*s.* 2*d.* 1st cl.

Hotel:—Beau Rivage.

T. M. from London, 5*s.* 10*d.*

LEAMINGTON, a town and watering-place of England, co. Warwick, 2¼ m. S.E. Warwick, and 97¾ m. from London by London and N.-Western railway, and 105½ m. by the Gt. Western line. Its growth has been very rapid. In 1820 it had only a pop. of 2000; at present, 20,000. The town has spacious well-built streets, terraces, squares, crescents, and parades, and stands in a fine country, in an open vale, sheltered by wooded hills. From May to October the town is thronged with visitors. S.E. of Leamington, on a branch of the London and N.-Western railway, is Kenilworth Castle, immortalized by Sir Walter Scott.

Rail from London (Euston Square station), 6.15, 7.30, 7.40, 9, 10, and 11 A.M.; 12, 2.45, 3.50, 5, and 6 P.M. Fare, 18*s.* 1st cl.

Hotel:—The Regent.

LÉBU, a small port of Chili, on the S. Pacific, S. of Valparaiso; lat. 38° 15′ S., lon. 73° 1′ W.

For steamers, *see* Table.

LEEDS, a celebrated manufacturing town of England, being the great centre of the woollen cloth trade, co. York, W. Riding, on both sides the Aire, 29 m. N. Sheffield, and 192¼ m. by Gt. Northern railway. Pop. 250,000. The town is situated at the junction of the river Aire with a canal called the Leeds and Liverpool canal, by which it has direct communication by water from Hull on the E. to Liverpool on the W. Leeds is both prosperous and populous, and yearly increasing in extent. The cloth-halls are plain in appearance; the town-hall, corn-exchange, stock-exchange, and the county-court are the most noticeable buildings.

The position of Leeds, on the edge of an extensive coal-field, and having communication with the sea and to all parts of the country by railway and canal, has led to its eminence in woollen manufacture. Its principal fabrics consist of the finest broadcloths, kerseymeres, swandown, and beavers; in addition,

carpets, blankets, camlets, and shalloons are woven, and large quantities of unfinished stuffs are brought from Bradford and Halifax to be finished. Linen, yarn, canvas, sacking, and linen cloth are the chief flaxen goods produced. The factories for machinery, chemical works, glass-houses, potteries, leather tanneries, tobacco-mills, and soap-works are extensive. But in the last few years the working of iron has taken such a stride, as almost to vie in importance with the woollen manufacture.

Members of Parliament:—Edward Baines, Esq. (L.), London residence, Reform Club, s.w.; Robert M. Carter, Esq. (L.), London residence, 123, Buckingham Palace Road, s.w.; W. St. J. Wheelhouse, Esq. (C.), London residence, 7, Serjeant's Inn, Fleet Street, E.C.

Rail from London (King's Cross station), 7.40, 9, 10, and 12 A.M.; 2.45, 5.25, and 9.15 P.M. Fare, 33*s.* 1st cl.

Hotel:—Queen's.

T. M. from London, 1*s.* 6*d.*

LEGHORN, a city and sea-port of Italy, on the Mediterranean, 62 m. W.S.W. Florence, on the railway from Genoa to Rome; lat. 43° 33′ N., lon. 10° 17′ E. Pop. 100,000. It is of a square form, and 2½ m. in circumference, surrounded by new walls, and entered by five gates. It is neat, clean, and well built, the streets being wide, and well paved. The N. side of the city is intersected by canals, and comprises numerous wharves, &c. There is an outer and an inner harbour, with a good roadstead. The chief public buildings are the ducal palace, arsenal, cathedral, six other churches, two Greek churches, synagogue, mosque, three hospitals, female charity school, theatre, and baths, with schools of navigation and artillery, architecture and painting, an academy of sciences, letters, and art, &c. The exports are raw and manufactured silks, straw hats, straw plaiting, oil, fruits, wines, wool, rags, cheese, boracic acid, coral, hemp, timber, wheat and other corn, cotton, and brimstone. The imports are sugar, coffee, and all colonial produce, raw cotton, and manufactured goods, salted fish, indigo, and other dye-stuffs, rice, hardware, earthenware, and metals.

Consul:—A. McBean, Esq.

The Mediterranean steamers of Messrs. Burns and MacIver, 1, Rumford Street, Liverpool, leave Liverpool every third week for Leghorn and Naples, touching at Gibraltar and Genoa. Fare, 14*l.* 14*s.*

The steamers of Messrs. Bibby, Sons, & Co., Liverpool, leave Liverpool for Leghorn, Fridays. Fare, 14*l.* 14*s.* 1st cl.

The steamers of Marc Fraissinet, père et fils, leave Marseilles for Leghorn, Sundays, 8 A.M.; Mondays, 8 P.M.; and Fridays, 9 A.M. Fare, 70 fr. 1st cl.

The steamers of the Italian Steam-packet Co. (Peirano, Danovaro, & Co.), touch at Leghorn fortnightly, *en route* from Genoa to Ancona, and *vice versâ*.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Dijon, Chambery, Mont Cenis, Milan, Bologna, and Pistoja.

Hotel:—The Vittoria.

T. M. from London, 7*s.* 6*d.*

LEICESTER, a manufacturing town of England, co. Leicester, on the Soar, 20 m. E.N.E. Rugby, and 97½ m. from London by the Midland railway; lat. 52° 38′ N., lon. 1° 8′ W. Pop. 80,000. The town is surrounded by meadow land and spacious parks, and is very ancient. The principal streets are wide and well paved, and the dwelling houses and shops of modern building. The town-hall was built in the reign of Queen Elizabeth; its principal room is 80 ft. in length. The assembly-rooms, the town library, museum, theatre, exchange, &c., are some of the prominent buildings. Leicester is noted for its stocking manufacture, both woollen and cotton, which is inferior in extent only to that of Nottingham. Lace, cotton, and woollen thread, gloves, and rope are also largely manufactured.

Members of Parliament:—COUNTY; *North*, Lord John J. R. Manners (C.), London residence, 6, Cumberland Terrace, Regent's Park, N.W.; Samuel W. Clowes, Esq. (C.), London residence, 34, South Street, Park Lane, W. *South*, Viscount Curzon (C.), London residence, 24, Bolton Street, W.; Albert Pell, Esq. (C.), London residence, 39, Clarges Street, W. BOROUGH; Peter Alfred Taylor, Esq. (L.), London residence, Aubrey House, Campden Hill, W.; John Dove Harris, Esq. (L.), London residence, 40, Conduit Street, W.

Rail from London (Moorgate Street station), 7.24, 8.30, 9.38, 10.7, and 11.27 A.M.; 2.43, 3.20, 4.25, 5.7, 5.28, and 8.21 P.M. Fare, 18*s.* 1st cl.

Hotel:—The Bell.

LEIPSIC, a city of Germany, on the White Elster, a tributary of the Saale, where it is joined by the Pleisse and Parde, and on the railway from Dresden to Halle, 60 m. W.N.W. Dresden, and 20 m. S.E. Halle; lat. 51° 22′ N., lon. 12° 34′ E. Pop. 80,000. It stands on a wide plain, which, though fertile, is unvaried by a single eminence. The houses are lofty, many of them having six stories, and each story usually occupied by a separate family. The streets are narrow, but the market-places and squares are large, clean, and neat. The chief public buildings are the university, the cloth hall, booksellers' ex-

change, and new post-office. The manufactures are of considerable importance, the principal being silken and half-silken goods, stockings, leather, hats, paper hangings, oilcloth, wax lights, starch, soap, sealing-wax, parchment, tobacco, gold and silver articles, liqueurs, and chocolate.

There are also various silk-dyeing and woollen-spinning factories, and a large wool-market. The town is also the great emporium of the literature of Germany. The great annual fair, termed the 'Leipziger Messe,' is frequented by merchants from all parts of Europe.

Consul:—Joseph A. Crowe, Esq.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Cologne, and Nordhausen.

Hôtel de Pologne.

T. M. from London, 6*s*.

LEITH, a sea-port town of Scotland, 2 m. N.N.E. Edinburgh (of which city it is the port), in lat. 55° 58′ N., lon. 3° 9′ W. Pop. 60,000. The Leith water intersects the town, and is spanned by a stone bridge and two drawbridges. Among the public buildings worthy of mention are the town-hall and court-house; the exchange buildings, containing the post-office and assembly-rooms; the Trinity House, or mariners' hospital, the custom-house, gaol, &c. The principal imports are grain, hemp, tallow, timber, hides, tobacco, and wine; the exports, iron, hardware, machinery, coals, cottons, linens, silks, woollens, haberdashery, &c. The annual customs dues collected amount to half a million sterling, the exports to more than a million and a half. 4134 vessels, of 980,410 tons burden, entered and cleared the port last year.

Member of Parliament:—Robert A. Macfie, Esq. (L.), London residence, 42, Albemarle Street, W.

Rail from London, same as to Edinburgh.

Hotel:—*See* Edinburgh.

T. M. from London, 2*s*.

LEITRIM. For co. members, *see* **CARRICK-ON-SHANNON.**

LEOMINSTER, a town and parliamentary borough of England, co. Hereford, 156¾ m. from London by Gt. Western railway. Pop. of parliamentary borough, 10,000.

Member of Parliament:—R. Arkwright, Esq. (C.), London residence, 34, Duke Street, St. James's, S.W.

Rail from London (Paddington station), *viâ* Hereford (*which see*). Fare, 28*s*. 1st cl.

Hotel:—Royal Oak.

T. M. from London, 1*s*. 6*d*.

LERWICK, a sea-port and chief town of the Shetland isles, Mainland, in Bressay Sound, 21 m. N.N.E. Sumburgh Head. It is the most northerly town of the British isles, in lat. 60° 9′ N., lon. 1° 8′ W. Pop. 5000, employed in whale and herring fishery. The town is defended by a fort, and is the seat of the Shetland courts of law. 360 vessels, of 57,105 tons burden, entered and cleared the port in the year 1868.

Steamers run every Tuesday and Friday morning to Lerwick from Edinburgh (Granton pier).

Hotel:—Queen's.

LETTERKENNY, a town and parliamentary borough of Ireland, in Ulster, co. Donegal, on the Swilly, 6½ m. N.W. Raphoe. It has a harbour at the head of Lough Swilly admitting vessels of 150 tons.

Route from London (Euston Square), *viâ* Holyhead and Kingstown.

Hotel:—Stewart's Arms.

T. M. from London, 4*s*.

LEWES, a town and parliamentary borough of England, co. Sussex, 50 m. from London by London and Brighton railway. Pop. of parliamentary borough, 54,000. It has a grammar-school, almshouses, county-hall, barracks, and theatre.

Members of Parliament:—Co. SUSSEX; *East*, J. G. Dodson, Esq. (L.), London residence, 6, Seamore Place, W.; G. B. Gregory, Esq. (C.), London residence, 1, Bedford Row, W.C. *West*, Col. W. B. Barttelot (C.), London residence, 3, St. James's Place, S.W.; Earl of March (C.), London residence, 3, Lyall Place, S.W. BOROUGH; Lord Pelham (L.), London residence, 70, Chester Square, S.W.

Rail from London (Victoria station), 5.55, 7.40, 9.50, and 12* A.M.; 2, 4, and 6.35 P.M. Fare, 12*s*. 1st cl.

Hotel:—The Star.

LICHFIELD, a town and parliamentary borough of England, co. Stafford, 116½ m. from London by the London and N.-Western railway. Pop. of parliamentary borough, 7000.

Member of Parliament:—Col. R. Dyott (C.), London residence, Carlton Club, S.W.

Rail from London (Euston Square station), 7.30, 7.40, 10, and 12 A.M.; 2.45 and 5 P.M. Fare, 21*s*. 6*d*. 1st cl.

Hotel:—The George.

T. M. from London, 1*s*. 6*d*.

LIEGE, a city and port of Belgium, 54 m. E. by S. of Brussels, on the railway from Brussels to Cologne; lat. 50° 27′ N., lon. 5° 30′ E. Pop. 98,000. It is situated in a district abounding with coal and iron, and which also produces zinc, lead, copper,

sulphur, alum, marble, and slate. The coal-field of Liege is very extensive. It is noted for the manufacture of cannons and fire-arms, and hardware of all kinds. In traversing the town, the river is divided into a variety of branches forming numerous islands, bordered by handsome quays, and communicating with each other by means of bridges. The university contains a library of 75,000 vols.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, and Brussels.

Hôtel de l'Angleterre.

T. M. from London, 2*s.* 6*d.*

LILLE, a city of France, dép. du Nord, on the canal connecting the Scarpe and Lys; lat. 50° 38′ N., lon. 3° 4′ E.; 124 m. N.N.E. of Paris on the Northern railway. Pop. 132,000. It is one of the chief cities of the French cotton manufacture.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover and Calais.

Hôtel de l'Europe.

T. M. from London, 3*s.* 4*d.*

LIMA, the cap. of Peru, on the Rimac, in a valley 6 m. from its port, CALLAO (*which see*), on the Pacific. It is connected with its port by rail; lat. 12° 3′ S., lon. 77° 5′ 30″ W. Pop. 75,000. It is the finest city in S. America, its numerous domes and spires giving it a magnificent appearance. Principal edifices: the cathedral, archbishop's palace, court-house, university, museum, &c. Outside the walls which partially surround it are public promenades, baths, &c. Exports consist of silver, copper-ore, bark, nitre, sugar, &c.; imports, of manufactured goods, wines, silks, and brandy. Frequent trains run between Lima and Callao.

Consul-General (Chargé-d'Affaires):—The Hon. William G. S. Jerningham.

Letters to Peru from England, *viâ* Southampton or by French packet, under ½ oz., 2*s.*; 1 oz., 4*s.*; registr. fee, 4*d.*; newspapers, 2*d.*, not exceeding 4 oz.

The gold 10 pesos is worth 38*s.* 6*d.*; the silver dollar, 3*s.* 4*d.*

LIMERICK, a city and port of Ireland, co. Limerick, on the Shannon and on the Great Southern and Western railway, 107 m. S.W. of Dublin. Pop. 46,000. The trade here is very extensive. The exports are mostly corn and provisions, and all agricultural produce. The imports are manufactured goods, coal and iron, tea, sugar, tobacco, wine, salt fish, and timber.

Members of Parliament:—COUNTY; Rt. Hon. W. Monsell (L.),

London residence, Athenæum Club, s.w.; Edm. J. Synan, Esq. (L.), London residence, Reform Club, s.w. CITY; Major George Gavin (L.), London residence, United Service Club, s w.; F. W. Russell, Esq. (L.), London residence, 27, Lancaster Gate, w.

Mail route from London, *viâ* Holyhead and Kingstown; thence by Gt. Southern and Western railway.

Hotel:—Cruise's Royal.

T. M. from London, 4*s*.

LINCOLN, a town and parliamentary borough of England, co. Lincoln, 138¼ m. from London by Gt. Northern railway. Pop. of parliamentary borough, 21,000. Lincoln is exceedingly rich in antiquities; the most remarkable are the Roman Gate in Ermine Street, one of the most perfect in the kingdom, and the remains of John of Gaunt's palace.

Members of Parliament:—COUNTY; *North*, Sir M. J. Cholmeley, Bart. (L.), London residence, 10, Upper Belgrave Street, s.w.; Rowland Winn, Esq. (C.), London residence, 8, Queen's Gate Place, w. *Mid*, Henry Chaplin, Esq. (C.), London residence, Carlton Club, s.w.; Lieut.-Col. W. C. Amcotts (L.), London residence, 41, Eaton Square, s.w. *South*, William E. Welby, Esq. (C.), London residence, 19, Queen's Gate Place, w.; Edmund Turnor, Esq. (C.), London residence, 5, Eaton Place West, s.w. BOROUGH; Charles Seely, jun., Esq. (L.), London residence, 26, Prince's Gate, w.; J. H. Palmer, Esq. (L.), London residence, 11, St. George's Square, s.w.

Rail from London (King's Cross station), 7.40, 9, 11.10, and 12 A.M.; 5.25 P.M. Fare, 23*s*. 3*d*. 1st cl.

Hotel:—The Great Northern.

T. M. from London, 1*s*. 6*d*.

LINLITHGOW, a town and parliamentary borough of Scotland, 16 m. W. Edinburgh and 27 m. E.N.E. Glasgow. Pop. 6000. On the banks of a fine lake close to Linlithgow are the remains of an ancient royal palace, rebuilt from time to time by several Scottish monarchs. Mary Queen of Scots was born in it in 1542.

Member of Parliament:—Peter McLagan, Esq. (C.), London residence, Burlington Hotel, Cork Street, w.

Rail from London, *see* GLASGOW; thence by Scottish Central.

Hotel:—

T. M. from London, 2*s*.

LISBON, the cap. city and principal sea-port of Portugal, on the river Tagus; lat. 38° 42′ N., lon. 9° 8′ W. Pop. 251,000. It has fine quays, extending 2½ m. along the banks. The foreign trade is chiefly with the East Indies and China. The exports comprise wine, oil, fruit, and salt; the imports are hemp, flax,

linen; cloths from Russia; iron, steel, salt fish, timber, pitch, and tar from the Baltic; linens and corn from Germany; silks from France; and cotton, woollen goods, hardware, ale and porter, coals, and earthenware from England.

Consul:—George Brackenbury, Esq. Vice-Consul:—Charles O'Donnell, Esq.

The steamers of the Pacific Steam Navigation Company, from Liverpool *en route* to Valparaiso, call at Lisbon, 20th, 6 A.M.; returning 20th, 6 P.M. Those of the Royal Mail Steam-packet Company, from Southampton *en route* to Rio de Janeiro, call at Lisbon on 14th, 8 A.M.; returning 1st, 6 P.M. Those of the Messageries Impériales, from Bordeaux *en route* to Rio de Janeiro, call here 28th, 5 P.M., returning 16th, noon. The Spanish screw-steamers (R. M'Andrew & Co., Bond Court Chambers, Walbrook, E.C., London) run weekly between London and this port—fare, 160*s*. Steamers of Alfred Booth & Co. (1, India Buildings, Liverpool) leave Liverpool on 27th of every month (or 28th when 27th falls on a Monday) for Lisbon, *en route* for Para, Maranham, and Ceara—fare, 25*l*. 1st cl. The Red Cross line steamers (R. Singlehurst & Co., Red Cross Street, Liverpool) leave Liverpool on 12th of each month for Lisbon, *en route* for Para, Maranham, and Ceara—fare, 25*l*. 1st cl. Steamers of the Ligne Péninsulaire (E. Grosos, Havre, director) leave Havre for Lisbon on the 1st, 11th, and 21st of every month. John Bibby & Co.'s steamers, 21, Water Street, Liverpool, run between Liverpool and Lisbon weekly.

Letters from England to Portugal, *viâ* France, under ½ oz., 6*d*.; ½ oz., 1*s*.; ¾ oz., 1*s*. 6*d*.; 1 oz., 2*s*.; registr. fee, 4*d*.; newspapers, 3*d*., not exceeding 4 oz. *Viâ* Southampton, under ½ oz., 6*d*.; 1 oz., 1*s*.; registr. fee, 4*d*.; newspapers, 2*d*., not exceeding 4 oz.

Money:—In Portugal, 1*l*. sterling = 4½ milreis; 1 milreis = 4*s*. 6*d*.; gold johannese, 70*s*.; half joe, 35*s*.; silver dollar = 4*s*. 2*d*.; the testoon (100 reis) = 5½*d*.; the ventem (copper, 20 reis) = 1¼*d*.

Weights and measures, metric, same as in France.

Hotel:—Grand Central.

T. M. from London, 8*s*.

LISBURN, a town and parliamentary borough of Ireland, Ulster, co. Down and Antrim, on the Logan, 8½ m. S.S.W. Belfast, with which town and with Dublin it communicates by rail. Pop. 6000.

Member of Parliament:—Ed. Wingfield Verner, Esq. (C.), London residence, 11, Chapel Street, Belgrave Square, S.W.

Route from London (Euston Square), *viâ* Holyhead and Kingstown.

T. M. from London, 4*s*.

LISKEARD, a town and parliamentary borough of England, co. Cornwall, 264¾ m. from London by Gt. Western railway. Pop. of parliamentary borough, 7000.

Member of Parliament:—Right Hon. Edward Horsman (L.), London residence, 1, Richmond Terrace, Whitehall, s.w.

Rail from London (Paddington station), 6, 9.15, and 11.45 A.M.; 8.10 and 9 P.M.

Hotel:—Webb's Royal.

T. M. from London, 1*s.* 6*d.*

LIVERPOOL, a sea-port and city of England, co. Lancaster, stands on the r. b. near the mouth of the Mersey, 32 m. W. by S. Manchester and 201¾ m. from London by N.-Western railway; lat. 53° 24′ 47″ N., lon. 3° 12′ 1″ W. Pop. 500,000. In the older parts of the town the streets are narrow and crowded, but in the modern portion they are wide and regular. There are few squares or open places, Abercromby and Falkner Squares being the only two of note. The water supply is derived from Rivington, 24 m. distant, whence it is conveyed to the town, by iron pipes of nearly 4 ft. diam.

The most important buildings are the town-hall, St. George's-hall, exchange and revenue buildings, library, and museum. The markets are four in number; St. John's is the largest. There are many literary, scientific, educational, and charitable institutions, several good theatres, and nearly 200 churches and places of worship, to the greater part of which schools are attached.

The docks and basins extend for 5 m. along the Mersey. Among the largest are the Brunswick, the Queen's, King's, George's, Prince's, Huskisson, Canada, and New North. There are besides 20 graving-docks and seven gridirons. The manufactures of Liverpool consist chiefly of ship-building, hemp and wire rope making, sail making, iron forging, anchor and chain-cable making, iron and brass founding, the making of steam-engines, sugar-mills, and large engineering works, sugar refining, soap and alkali making, manufacture of watches and chronometers, &c. The cotton trade forms one of the most important branches of its commerce. Last year four millions of bales (at 362 lbs.) were imported from the United States, India, China, W. Indies, Brazil, Egypt, and Turkey.

The grain forms another important item of trade, as also the timber; of the latter article about 4,000,000 cubic ft. are annually imported. From the 1st January till 31st December last year 23,938 vessels, of the stupendous burden of 9,277,714 tons, entered and cleared the port of Liverpool. This tonnage is only exceeded by one port in the world, that of London, which was 10,529,068 tons during the same year, in 40,162

vessels. This proves the higher average tonnage of vessels trading for Liverpool as compared with the metropolis.

Members of Parliament:—Co. LANCASTER; *North*, Hon. F. A. Stanley (C.), London residence, 20, Lowndes Square, s.w.; Right Hon. Colonel J. W. Patten (C.), London residence, 33, Hill Street, Berkeley Square, w. *North-east*, J. M. Holt, Esq. (C.), London residence, National Club, s.w.; J. P. C. Starkie, Esq. (C.), London residence, 11, St. James's Place, s.w. *South-east*, Hon. A. F. Egerton (C.), London residence, 1, Westminster Chambers, Victoria Street, s.w.; J. Snowdon Henry, Esq. (C.), London residence, 142, Piccadilly, w. *South-west*, Richard A. Cross, Esq. (C.), London residence, Carlton Club, s.w.; Charles Turner, Esq. (C.), London residence, 10, Lowndes Street, s.w. BOROUGH OF LIVERPOOL; Samuel R. Graves, Esq. (C.), London residence, 5, Cleveland Row, s.w.; Viscount Sandon (C.), London residence, 39, Grosvenor Square, w.; W. Rathbone, Esq. (L.), London residence, 17, Pall Mall, s.w.

Liverpool is the port of departure of the steamers of the following Ocean Lines; for particulars of which, dates of departure, fares, agents, &c., *see* Table:—

STEAMSHIP COMPANIES.	PORTS OF DESTINATION.
British & N. American Royal Mail Co. (Cunard line).	Boston and New York.*
Guion Steamship Co.	New York and Baltimore.*
Liverpool, Brazil, & River Plate Steam Navigation Co.	Pernambuco, Bahia, Rio de Janeiro, Santos, Monte Video, and Buenos Ayres.
Liverpool, New York, & Philadelphia Steamship Co. (Inman line).	Halifax and New York.*
Montreal Ocean Steamship Co. (Allen line).	Quebec and Montreal.
National Steamship Co.	New York.*
Pacific Steam Navigation Co. ..	Valparaiso and Rio, *viâ* Bordeaux and Lisbon.
W. India & Pacific Steamship Co.	Barbadoes, La Guayra, Porto Cabello, Santa Martha, Cartagena; likewise Port-au-Prince, Kingston, Vera Cruz, and Tampico, in connection with steamers of the Pacific Steam Navigation Co. for the ports on the W. coast of the S. Pacific, and with those of the Pacific Mail Steamship Co., N. of Panama, including California, San Francisco, Victoria (Vancouver's), Sandwich Islands, China, and Japan.

* Through fares, in connection with the steamers of the Pacific Mail Steamship Co., *viâ* Panama, for California, British Columbia, Sandwich Islands, Japan, and China.

The Mediterranean steamers of Messrs. Burns & McIver, 1, Rumford Street, leave Liverpool for Gibraltar (10*l.*), Malta (15*l.*), Syra (18*l.*), Constantinople (20*l.*), Smyrna (23*l.*), every third Friday. Also for Gibraltar (10*l.*), Genoa (13*l.* 13*s.*), Leghorn (14*l.* 14*s.*), Naples (15*l.* 15*s.*), every third Wednesday. Also for Gibraltar (10*l.*), Palermo (13*l.* 13*s.*), Messina (14*l.* 14*s.*), Corfu (20*l.*), Ancona (21*l.*), Trieste (21*l.*), Venice (21*l.*), every fourth Monday.

The steamers of Messrs. Moss & Co. leave Liverpool for Alexandria twice a-month, conveying goods at through freights, in connection with the Bombay and Bengal Steamship Co.'s steamers from Suez. Also, weekly, for Gibraltar (10*l.*), Malta (12*l.* 12*s.*), Alexandria (16*l.* 16*s.*), Beyrout (25*l.*), and Alexandretta (25*l.*). Also for Bordeaux, fortnightly (5*l.*). All 1st cl.

Messrs. Bibby & Co.'s steamers leave Liverpool for Alexandria, Saturdays (16*l.*), conveying goods at through rates to Bombay and Aden, and alternate Saturdays to Calcutta; for Syra, Constantinople, and Smyrna, every third Saturday (20*l.*), 1st cl.; for Palermo (16*l.*16*s.*), Messina (16*l.* 16*s.*), Corfu (21*l.*), Ancona, (21*l.*), and Trieste (21*l.*), 4th and 14th; for Gibraltar (10*l.*), Genoa (13*l.* 13*s.*), Leghorn (14*l.* 14*s.*), and Naples (15*l.* 15*s.*), Fridays.

The Red Cross line of steamers of R. Singlehurst & Co., Red Cross Chambers, Red Cross Street, leave Liverpool for Lisbon (6*l.*), Para, Maranham, and Ceara (25*l.*), on the 12th of every month.

The Northern Brazil Mail steamers (Booth's line, 1, India Buildings) leave Liverpool for Lisbon, Para, Maranham, and Ceara, on the 28th of every month.

Steamers leave Liverpool for:—Antwerp, Saturdays—fare, 22*s.* 6*d.*; Bangor, Beaumaris, and Menai Bridge (calling at Llandudno), every week-day (Capt. Payne, R.N., 20, Water Street, Liverpool, agent); Belfast, every week-day—12*s.* 6*d.*; likewise, *viâ* Fleetwood, every week-day—12*s.* 6*d.* (Kemp & Co., Fleetwood); Bristol, Tuesdays, 12*s.* 6*d.* (F. H. Powell & Co., Hargreaves Buildings, 5, Chapel Street, Liverpool); likewise, Saturdays—12*s.* 6*d.* (Liverpool and Bristol Channel Steam Navigation Company); Carlisle (*viâ* Silloth), Mondays, Wednesdays, Fridays, 10*s.*; *viâ* Whitehaven, twice a-week—10*s.*; Cork, Tuesdays, Thursdays, Saturdays—17*s.* 6*d.*; Douglas (Isle of Man), every week-day, 6*s.*; Drogheda, every week-day, 10*s.*; Dublin, every week-day—12*s.* (City of Dublin Steam-packet Company); Dundalk, four times a-week, 10*s.*; Edinburgh (*see* Silloth); Falmouth (*see* London, Penzance, &c.); Garlintown, once a-month—10*s.*; Glasgow (calling at Greenock, every week-day—12*s.* 6*d.*; Hamburgh, Saturdays; Havre, Wednesdays and Saturdays, returning Tuesdays and Fridays; Kirkcudbright,

once a-month—10*s.*; Llanelly, once a-week; London, twice a-week (calling at Penzance, Falmouth, and Plymouth—17*s.* 6*d.*) —20*s.*; Londonderry, Tuesday and Friday—12*s.* 6*d.*; Milford, Saturdays—12*s.* 6*d.*; Newcastle (*viâ* Silloth), Tuesdays, Wednesdays, Fridays—18*s.* 9*d.*; Newry, twice a-week—5*s.*; Ramsay (Isle of Man), Mondays, *viâ* Douglas, Fridays—6*s.*; Rhyl, four times a-week—3*s.* 6*d.*; Rotterdam, Thursdays—22*s.* 6*d.*; Runcorn, week-days—1*s.* 6*d.*; Silloth, Mondays, Wednesdays, Fridays —7*s.*; Sligo, Wednesdays—12*s.*; Swansea, Tuesdays—12*s.* 6*d.*; Waterford (*not fixed*)—15*s.*; Wexford, weekly—12*s.* 6*d.*; Whitehaven, every other day, 7*s.*; Wigtown, occasionally—10*s.* All 1st cl.

Rail from London (Euston Square), 6.15, 6.25, 7.30, 7.40, 9, 9.5, 10, and 11 A.M.; 2.45, 5, and 9.15 P.M. From Liverpool to London, 4, 7.30, 9.15, and 11.30 A.M.; 12.50, 4, 5, 11, and 11.15 P.M. Fare, 35*s.* 1st cl.

Hotels:—The Adelphi.—The Washington.

T. M. from London, 1*s.* 6*d.*

LLANDAFF, a city of S. Wales, co. Glamorgan, 3 m. N.W. Cardiff. Pop. 7000. Noted for its cathedral.

Members of Parliament:—COUNTY; C. R. M. Talbot, Esq. (L.), London residence, 3, Cavendish Square, W.; and H. Hussey Vivian, Esq. (L.), London residence, 6, Chester Street, Belgrave Square, S.W.

Rail from London (Paddington station) to Cardiff, 6, 9.15, 10.10, and 11.45 A.M.; 4.50, 8.10, and 9 P.M. Fare, 35*s.* 2*d.* 1st cl. Thence to Llandaff by local line.

Hotel:—

T. M. from London, 1*s.* 6*d.*

LLANELLY, a sea-port of S. Wales, on a creek of Carmarthen Bay, co. Carmarthen, 225 m. from London by Gt. Western railway and 15 m. S.E. Carmarthen, with which and Swansea it is united by rail; lat. 50° 40′ N., lon. 4° 10′ W. Pop. 20,000. There are four docks, copper-works, an ancient church, and iron-foundries. Chief import, copper-ore from Cornwall. 4239 vessels, of 362,795 tons burden, entered and cleared the port during the year 1868.

Rail from London (Paddington station), 6, 9.15, 10.10, and 11.45 A.M.; 4.50, 8.10, and 9 P.M. Fare, 46*s.* 11*d.* 1st cl.

Steam communication between this port and Liverpool once a-week.

Hotel:—Thomas Arms.

T. M. from London, 1*s.* 6*d.*

LONDON, the capital of Great Britain, lies on both sides of the Thames, 60 m. from its mouth; lat. (St. Paul's Church) 50° 30′ 49″ N., lon. 0° 5′ 49″ W. The river, which forms a semicircular curve at London proper, divides the metropolis into two great halves, north and south. The suburbs south of the Thames, especially those parts hugging it from Lambeth to Southwark, are inferior to the great northern portion, which contains wealth and splendour such as no other city in the world can boast of.

The principal bridges connecting the south of London with the northern portion, or virtual metropolis, are, first, Westminster Bridge, the largest and finest structure of the kind. It was opened in 1862 (Mr. Page, architect); is constructed of iron, 1160 ft. long by 85 ft. wide, and cost a quarter of a million sterling. From no part on its own level is London seen to greater advantage than from Westminster Bridge. Eastward the eye glances along the new Thames embankment, with its splendid promenade, already open to the public; and is first arrested by Charing Cross Railway Bridge, which has taken the place of the Hungerford Suspension-bridge, removed to Clifton, near Bristol. The railway traffic monopolizes the whole of Charing Cross Bridge, which has no public carriage-way, but a footway for pedestrians. The Charing Cross railway station, with the hotel, facing the Strand, at its back, is a lofty structure, and one of the principal starting-points in London to metropolitan and suburban stations, as well as for the regular mail and express trains for the south of England and the continental service. Beyond Charing Cross the eye can just catch a glance of the next bridge eastwards, at the bend of the river; this is Waterloo Bridge, a stone structure, which has been described as a 'colossal monument worthy of Sesostris and the Cæsars.' It is 2456 ft. long, including the approaches, but its footway is not so broad as that of Westminster Bridge, and it is encumbered by a toll, which prevents thousands daily of availing themselves of its passage. Still further eastward is the new Blackfriars Bridge; hidden to the eye from this point on account of the curve of the river, which is so great that St. Paul's, looming in the background, appears from Westminster Bridge to be in the S. of London instead of the N.

The foundation stone of the new Blackfriars Bridge, which has just been thrown open to the public, was laid on 20th July, 1865; it has, therefore, been more than four years in building (Messrs. Thorn; J. Cubitt, & H. Carr). It is a very fine and massive iron structure, having five arches, with elaborately-carved recesses resting on eight granite columns. The length of the bridge, from abutment to abutment, is 922 ft., and, including approaches, 1277 ft. Its breadth is 75 ft. from parapet to parapet

inside. The footpaths are 15 ft. wide, and have a fall of 3 inches towards the horse-road, which is 45 ft. wide. The two arches nearest the shores are each 155 ft. span, the intermediate arches 174 ft. 6 inches, and the centre arch 187 ft. The cost of the bridge is about 320,000*l.*

About 100 ft. east of the new bridge is the iron bridge of the London, Chatham, and Dover railway, which has a station in the Blackfriars Road, close to the S. side of the river. Its next station citywards is on the N. shore of the river, at the foot of Ludgate Hill, close to St. Paul's. Many thousands who live in the southern suburbs of London come to town in the morning by this line, and throng to it again at night. The next bridge eastwards is Southwark Bridge, till lately hampered by a toll, but now a favourite route for many thousands who reside in the S.E. of the metropolis. This, too, is an iron structure, with no pretensions to architectural excellence. The same may be said of the railway bridge, crossing, a little way farther down, from Cannon Street station to the Surrey side of the river, and forming a connection with the S.-Eastern and the S.-Western railways. London Bridge is the last bridge spanning the Thames seawards. It is 56 ft. wide, has five grand arches, and is the most crowded bridge of the metropolis. It is built of stone (Rennie); nearly 10,000 pedestrians, besides 1000 vehicles of all classes, pass over it hourly during the busy times of the day. Immediately south of it is the London Bridge railway terminus, the great starting-point from London on the S.-Eastern and Brighton and South Coast railways, with numerous branch lines. Omnibuses ply from here to all the other railway stations in London, and to the different suburbs.

Below London Bridge begins the port of London. The steamers from Holland, Belgium, Germany, &c., come up to the different quays adjacent; but the bulk of the ocean shipping does not lie in the river at all; all sailing vessels are hauled immediately on arrival into one of the numerous docks which line both sides of the river for miles downwards.

Returning to our starting-point, Westminster Bridge, and facing westwards, we have on the northern shore, first, the new Houses of Parliament, with the lofty Victoria Tower and a river façade of nearly 1000 ft.; and on the southern bank, at the foot of the bridge and facing the Houses of Parliament, the new St. Thomas's Hospital, a magnificent checkered pile of detached buildings, approaching completion, and connected underground with each other. The *ensemble* of Westminster Bridge, with its graceful yet bold sweeping arches, flanked by the palatial imperial structure N., by the grand hospital S., both brought out into strong relief by the noble granite embankments and the

river between them, forms one of the great sights of London, and should, if possible, be enjoyed on a bright day.

The bridges W. of Westminster decrease in magnitude and interest as their dimensions and the river narrow. They are: Lambeth Bridge, remarkable for being the cheapest of all, and suspended from iron-wire cables; Vauxhall Bridge, an iron bridge more than fifty years old; the iron tubular bridge of the Crystal Palace railway, with the splendid Victoria railway station not far from the northern shore; and Chelsea Bridge, an elegant iron structure.

Having given a hasty glance at the river, and the links which unite the S. of London with the N., we turn to the metropolis itself. Space does not admit of its exhaustive description. All we can do is to give a brief enumeration of the principal structures in London, prefaced by the hint that this by far the largest city on earth is more easily seen unaided than most strangers would conceive. The whole of the S. of London should be left till a little familiarity has been acquired with the thoroughfares of the N. These principally run E. and W. and N. and S. The great line, which is one of the first traversed by the new comer, is from Buckingham Gate, along St. James's Park, through the Mall, and from Charing Cross (Trafalgar Square) through the Strand eastwards towards Temple Bar. After passing the latter, this main artery is called Fleet Street, and leads on straight to St. Paul's Cathedral; farther on, the thoroughfare, still retaining its general direction, is called Cheapside, and brings us to the Royal Exchange, Bank, and Mansion House, facing each other. Beyond these, eastwards, lie Cornhill, Leadenhall and Fenchurch Streets, &c. This is the centre of the city of London proper, and of all the large banking and commercial establishments of the metropolis, which have little outward attraction, although many are magnificent solid stone buildings.

From the Bank omnibuses start to all parts of London.—Eastwards, beyond the city radius, there is nothing attractive, being the road to the poor suburbs of Whitechapel, Bethnal Green, and Mile End. In a northerly direction, the omnibuses ply from here; first, through a banking and commercial, and then through a densely-crowded business part, inhabited by manufacturing and middle classes, towards Islington in the N., which is one of the pleasantest suburbs in the N. of London. From the Bank southwards, a short walk will take the visitor down King William Street to London Bridge, whence an easy stroll will take him to the great fish market of Billingsgate, the Custom House, and the Tower; after seeing which, either St. Katharine's or London Docks may be inspected, both being in the vicinity. Returning by Great Tower Street and Eastcheap,

a very fine and wide street should be seen—Cannon Street, from which a beautiful new street has just been opened to Blackfriars Bridge. Striking off in a slightly northerly direction after repassing St. Paul's, and glancing at the General Post Office on the right, another great artery opens up, *viâ* Newgate Street and the Holborn viaduct, a vast thoroughfare, carrying the new streets nearly 50 feet over the old site, and leading on from the west to the new meat-market in Smithfield, which is well worth a short visit on return from the city. From here the finest and longest street of London commences; it is first called Holborn and Upper Holborn (on the left of which lie Lincoln's Inn Fields and Chancery Lane, the great sanctuaries of Themis); and farther on, for miles, Oxford Street, up to the Marble Arch, at the corner of Hyde Park, whence it is termed Uxbridge Road; the Edgware Road, another vast thoroughfare, branching off here in a northerly direction.

There are two points in Oxford Street from which the stranger may hail an omnibus that will carry him down to Charing Cross in a few minutes. The one is at the corner of Regent Street (Regent Circus), which lines ply *viâ* Pall Mall (the clubs); the other point is at the corner of Oxford Street and Tottenham Court Road. At both points omnibuses may be exchanged from and to any part of the town. Tottenham Court Road is the main artery for the whole of the vast N.W. of London, and is the route for Regent's Park (Botanical and Zoological Gardens) and Hampstead. From the corner of Oxford Street just named, the British Museum is two minutes' walking distance (Great Russell Street). Between Oxford Street and the Strand another great branch street opens from E. to W., from Lincoln's Inn Fields, already named; and continues from Great Queen Street, Long Acre (Covent Garden), and *viâ* Leicester Square to Piccadilly (Green Park), Knightsbridge, to the southern part of Hyde Park and Kensington Gardens Museum, &c.). The whole of this westerly and southerly district is inhabited by the wealthy aristocracy; nothing can surpass the width as well as scrupulous cleanliness of the many hundreds of streets intersecting each other, nor the cheerful aspect rendered by numerous squares, nor the superior style of architecture and ornament exhibited by Belgravia and its opulent surroundings.

The commerce of London is world-wide. A glance at the list of steamers (pp. 251–254) will give but a faint idea of the vast ramifications of British commerce, of which the metropolis is the proud representative. The huge ocean-borne fleet of sailing vessels, which cover the hundreds of acres of docks below London, fetches and takes food, raiment, necessaries, and luxuries from and to all nations on earth. When we find that

London exports annually: Apparel to the amount of 2,000,000*l.*; cutlery, 5,000,000*l.*; cotton, 15,000,000*l.*; linen, 1,500,000*l.*; silk, 1,000,000*l.*; woollens, 4,000,000*l.*; machinery and metals, 10,000,000*l.*; and that she receives for consumption and distribution in a single year, 6,000,000 live stock, 120,000,000 lbs. of coffee, 1,000,000 cwt. of fruit, 2,000,000 cwt. of provisions, 2,000,000 lbs. of silk, 12,000,000 lbs. of spices, 9,000,000 gallons of spirits, 35,000,000 lbs. of tobacco, 10,000,000 gallons of wine, 300,000,000 lbs. of wool, 150,000,000 lbs. of tea, and last, not least, 12,000,000 cwt. of corn, we can afford to smile at the misgivings of those who fear that the towering British commerce has reached its zenith. Figures, such as the Registrar-General of Shipping records, that 40,162 vessels, of 10,529,068 tons burden, entered and cleared the port of London last year, coupled with those of the national revenue having amounted to 73,262,769*l.* in the financial year just ended (30th September, 1869), against 70,000,000*l.* last year, give irrefragable proof of the continuous development of home and foreign trade, and of our steadily-increasing national prosperity.

MEMBERS OF PARLIAMENT:—*City;* Right Hon. G. J. Goschen (L.), 66, Mount Street, w.; R. W. Crawford, Esq. (L.), 20, Eaton Square, s.w.; W. Lawrence, Esq. (L.), 94, Westbourne Terrace, w.; Baron L. N. de Rothschild (L.), 148, Piccadilly, w.

Chelsea; Sir C. Wentworth Dilke, Bart. (L.), 76, Sloane Street, s.w.; Sir H. A. Hoare, Bart. (L.), 25, Albemarle Street, w.

Finsbury; W. McCullagh Torrens, Esq. (L.), 49, St. George's Road, s.w.; Alderman Andrew Lusk (L.), 64, Westbourne Terrace, w.

Hackney; Charles Reed, Esq. (L.), Clapton, N.E.; John Holms, Esq. (L.), 16, Cornwall Gardens, S. Kensington, w.

Lambeth; Jas. C. Lawrence (L.), (Lord Mayor, *ex*), 94, Westbourne Terrace, w.; William McArthur, Esq. (L.), Gwydyr House, Brixton, s.

Marylebone; Harvey Lewis, Esq. (L.), 24, Grosvenor St., w.; Thomas Chambers, Esq. (L.), 63, Gloucester Place, w.

Southwark; Seat vacant, through the appointment of Rt. Hon. A. H. Layard to Ambassadorship at Madrid: John Locke, Esq. (L.), 63, Eaton Place, s.w.

Tower Hamlets; Seat vacant, through the appointment of A. S. Ayrton, Esq., as Chief Commissioner of Works; Joseph D. Samuda, Esq. (L.), 7, Gloucester Sq., w.

University; Rt. Hon. Robert Lowe (L.), 34, Lowndes Sq., s.w.

Westminster; Wm. H. Smith, Esq. (C.), 1, Hyde Park St., w.; Capt. Hon. R. W. Grosvenor (L.), 62, Queen's Gate, w.

The following are a few of the prominent public buildings, places, and institutions, of London:—

BANKS (*grouped by streets*):—

Abchurch Lane, E.C. — No.
Brown, Janson, & Co. .. 32
Brown, Jno., & Co. 25
Harwood, Knight, & Allen 33
Bartholomew Lane, E.C.
Alliance Bank 3
Birchin Lane, E.C.
Williams, Deacon, Labouchere, Thornton, & Co... 20
Bishopsgate Street Within, E.C.
Bank of British N. America 124
Colonial Bank 13
English Bank of Rio de Janeiro, St. Helen's Pl. 13
Cannon Street, E.C.
London Chartered Bank of Australia 88
Merchant Banking Co. of London 112
Cavendish Square, W.
Scott, Sir Samuel, Bart., & Co. 1
Charing Cross, S.W.
Cocks, Biddulph, & Co. .. 43
Drummond, Messrs... .. 49
Cornhill, E.C.
Dimsdale, Fowler, & Barnard 50
East London Bank .. 52, 53
English, Scottish, & Australian Chartered Bank 73
King, Henry S., & Co. .. 65
Metropolitan Bank 75
National Bank of Australasia 47
Richardson & Co. 23
Sillar, W. C., & Co. 62
Fenchurch Street, E.C.
Anglo-Austrian .. 18 & 19
Anglo-Hungarian .. 18 & 19
Finsbury Circus, E.C.
Ionian Bank 31
Finsbury Place, E.C.
London and Natal Bank .. 5
Fleet Street, E.C.
Child & Co. (Temple Bar) 1

Fleet Street—continued. — No.
Goslings & Sharpe 19
Hoare & Strickland 37
Praeds & Co. 189
Great Tower Street, E.C.
London and Bagdad Banking Association 79
James Street, Covent Garden, W.C.
General London Bank .. 27
King William Street, E.C.
Australian Joint-Stock Bank 18
Delhi and London Bank .. 76
London Bank of Mexico and South America 16
London and South African 10
National Bank of India .. 80
Leadenhall Street, E.C.
Anglo-Italian 16
Bank of British Columbia, East India Avenue .. 5
Barber, James, Son, & Co. 136
Leicester Square, W.C.
Seale, Low, & Co. 7
Lombard Street, E.C.
Agra Bank (Nicholas Lane) 35
Alexander, Cunliffe, & Co. 30
Anglo-Egyptian Banking Co. (Clement's Lane) .. 27
Barclay, Bevan, Tritton, Twells, & Co... 54
Barnett, Hoare, Hanbury, & Lloyd 60, 62
Bosanquet, Salt, Whatman, Harman, Salt, & Bosanquet 73
Brooks & Co. 81
Commercial Banking Co. of Sydney 39
Fuller, Bunbury, Nix, & Mathieson 77
Glyn, Mills, Currie, & Co. 67
Hong Kong and Shanghai Banking Corporation (Nicholas Lane) 32
London and County Banking Co. 20, 21

Lombard Street—continued. No.
London and South-Western Bank 29
Martin & Co. 68
Roberts, Lubbock, & Co. .. 15
Smith, Payne, & Smith .. 1
Standard Bank of British S. Africa, Clement's Lane 10
Willis, Percival, & Co. .. 76
Lothbury, E.C.
Albion Bank, Bank Bdgs. 2
Imperial Ottoman Bank, Bank Buildings 4
London and Westminster 41
Provincial Banking Corporation, Bank Buildings 7
Shank, Jno. „ 4
Imperial Bank 6
Union Bank of Australia, Bank Buildings 1
Moorgate Street, E.C.
Bank of Roumania (King's Arms Yard) 13
London and River Plate Bank 40
Union Bank of Ireland (Telegraph St. Chambers) 2
New Broad Street, E.C.
Colonial Bank of Australasia 10A
Midland Banking Co. .. 38
Old Bond Street, W.
Addison & Co. 15
The Military and Civil Service Bank and General Army Agency 15
Old Broad Street, E.C.
Bank of Egypt 26
Bank of New South Wales 64
Bank of New Zealand .. 50
Bank of Otago (Adam's Ct.) 5
Bank of Scotland 11
Bank of South Australia .. 54
Chartered Mercantile Bank of India, London, and China 65
London and Brazilian Bank 2
London and San Francisco Bank 22
National Bank 13

Old Broad Street—continued. No.
Provincial Bank of Ireland 42
Samuel, Montagu, & Co. .. 60
Pall Mall, S.W.
Ransom, Bouverie, & Co... 1
Parliament Street, S.W.
Grindlay & Co. 55
Prince's Street, Mansion House, E.C.
Cunliffe, Roger, Sons, & Co. 6
London Joint-Stock Bank 5
Seyd & Co... .. .. .. 1A
Union Bank of London .. 2
Regent Street (*Waterloo Place*), S.W.
Hopkinson & Co. 3
Threadneedle Street, E.C.
Bank of Australasia 4
BANK OF ENGLAND.
Bank of Victoria (Australia) 3
Chartered Bank of India, Australia, & China (Hatton Court).
City Bank (corner of Finch Lane).
Consolidated Bank 52
National Provincial Bank of England (corner of Bishopsgate Street).
Oriental Bank Corporation.
Prescott, Grote, Cave, & Co. 62
Sloane Square, S.W.
West London Commercial Bank 34
Smithfield, West, E.C.
Biggerstaff, W. & Jno. .. 63
Hill & Sons 17
Lacy & Son 60
Stride, J. & W. 41
St. James's Street, S.W.
Herries, Farquhar, Davidson, Chapman, & Co. .. 16
Strand, W.C.
Coutts & Co. .. 57, 58, 59
Twining, Richard, & Co. .. 215
Victoria Street, S.W.
International Agricultural Credit Bank, Westminster Chambers 2

BRITISH MUSEUM, Bloomsbury, in the centre of London, is open to the public on Mondays, Wednesdays, and Fridays; during the months of May, June, July, and August, from 10 A.M. until 6 P.M.; during March, April, September, and October, from 10 A.M. to 5 P.M.; during November, December, January, and February, from 10 A.M. to 4 P.M.; and on Saturdays, during May, June, July, and August, from noon to 6 P.M. The building contains a matchless collection of antiquities: Greek, Roman, Scandinavian, and British; the Nineveh marbles, classic vases, and bronzes; a fine ethnological collection; an unequalled library; an admirable collection of prints; a unique cabinet of coins, &c. The reading-room, erected 1857 under the auspices of A. Panizzi, Esq., principal librarian, is the most luxurious place of study the fastidious scholar can wish for. Under its vaulted dome are to hand, not only the works of reference in topography, history, geography, classics, and biography, but also the cream of literary journals, encyclopædias, dictionaries, and all leading works on theology, medicine, law, and philosophy, in modern and ancient languages. Access (*gratis*) to the reading-room is obtained on the written recommendation of a London householder, forwarded to the Principal Librarian, with a statement on the part of the applicant of the object and purpose of his study. Hours, 9 to 5, except May to September, when the room is open to members till 6 o'clock.

CHARITIES:—

Bethlehem Hospital, for Lunatics, Lambeth Road, S.E.
Blind Asylum, near the Obelisk, Blackfriars Road, S.E.
Charing Cross Hospital, Charing Cross, W.C.
Chelsea Hospital, for old and disabled soldiers, Chelsea, S.W.
Consumption Hospitals, Brompton, S.W., and Victoria Park, E.
Deaf and Dumb Asylum, Old Kent Road, S.E.
Fever Hospital, Liverpool Road, Islington, N.
Foundling Hospital, Guildford Street, W.C.
Free Hospital, the Royal, Gray's Inn Road, W.C.
French Hospital, for poor Protestants, Victoria Park, N.E.
German Hospital, for natives and others, Dalston, N.E.
Greenwich Hospital, for old and disabled sailors of the Royal Navy, Greenwich, S.E. (*closed*).
Guy's Hospital, Southwark, St. Thomas Street, S.E.
King's College Hospital, at the back of Temple Bar, W.C.

CHARITIES—*continued*:—

London Hospital, Whitechapel Road, E.
Lying-in Hospitals:—
British, Endell Street, Long Acre, W.C.
City of London, Old Street, City Road, E.C.
General, York Road, Lambeth, S.W.
Queen Adelaide's, Queen Street, Golden Square, W.
Queen Charlotte's, Marylebone Road, Lisson Grove.
Middlesex Hospital, Charles Street, Cavendish Square, W.
Royal Infirmary for Women and Children, Waterloo Road, S.E.
Smallpox Hospital, Highgate, N.
St. Bartholomew's Hospital, Smithfield, E.C.
St. George's Hospital, Hyde Park Corner, S.W.
St. Mary's, Cambridge Place, Paddington, W.
St. Thomas's Hospital (in course of erection at the foot of Westminster Bridge), Penton Place, Newington, Surrey, S.E.
University College Hospital, Gower Street, W.C.
Westminster Hospital, near Westminster Abbey, S.W.

CHURCHES (*a few within easy reach of Charing Cross; those marked * are celebrated for their choral services*):—

All Souls', Langham Place, Regent Street, W.
Blind Asylum, near the Obelisk, Blackfriars Road, S.E.*
Chapel Royal, Whitehall, S.W. (3 P.M.).
Foundling Hospital, Guildford Street, W.C.*
St. Alban's, Holborn, W.C.
St. Andrew's, Holborn Hill, W.C.
St. Anne's, Dean Street, Soho, W.
St. Bride's, Fleet Street, E.C.
St. Clement Danes, Strand, W.C.
St. Dunstan-in-the-West, Fleet St.
St. George's, Hanover Square, W.
St. Giles-in-the-Fields, High St., Bloomsbury, W.C.
St. James's, Piccadilly, S.W.
St. John the Baptist, Savoy Street, Strand, W.C.
St. John the Evangelist, Millbank, Westminster, S.W.
St. Margaret's, Westminster, S.W.
St. Margaret's, Cavendish Square.
St. Martin-in-the-Fields.
St. Mary-le-Strand, Strand, W.C.
St. Pancras New Church, Euston Square, W.C.
St. Paul's, Covent Garden, W.C.
St. Philip's, Regent Street, S.W.
Temple Church, Temple Bar, E.C.*
Westminster Abbey, S.W. (10 and 3).*

French Church:—
Eglise Evangélique Française, Monmouth Road, Bayswater, W.

German Church:—
St. Mary's, Savoy Street, Strand, W.C.

Divine Service, Sundays, 11 A.M. and 3 and 6–7 P.M. In many churches Divine Service is also held on week-days. *See also* **St. Paul's, p. 249.**

CLUBS:—

Army and Navy, Pall Mall, S.W.
Arthur's, St. James's, S.W.
Athenæum, Pall Mall, S.W.
Boodle's, 28, St. James's Street, S.W.
Brooks's, St. James's Street, S.W.
Carlton, Pall Mall, S.W.
City of London, Old Broad Street.
Conservative, St. James's Street.
Garrick, King Street, Covent Garden, W.C.
Guards', Pall Mall, S.W.
Junr. United Service, Charles St., St. James's, S.W.
Oriental, Hanover Square, W.
Oxford & Cambridge, Pall Mall.
Reform, Pall Mall, S.W.
Travellers', Pall Mall, S.W.
Union, Trafalgar Square, S.W.
United Service, Pall Mall, S.W.
University Club, Pall Mall, S.W.
White's, St. James's Street.
Windham, St. James's Square.

COLLEGES AND SCHOOLS:—

Charterhouse, Aldersgate Street, E.C.
Christ's Hospital, Newgate Street, E.C.
City of London School, Milk Street, Cheapside, E.C.
Government School of Design, Somerset House, W.C.
King's College and School, Somerset House, W.C.
Merchant Taylors' School, Cannon Street, E.C.
St. Paul's School, St. Paul's Churchyard, E.C.
University of London, Somerset House, W.C.
University College, Upper Gower Street, N.W.
Westminster School, Dean's Yard, Westminster, S.W.

COVENT GARDEN MARKET.—The great metropolitan mart for fruit, flowers, and esculents of every description. Market-days, Tuesday, Thursday, and Saturday. Should be visited between 5 and 6 A.M., Saturdays, in summer.

DOCKS:—*Commercial Docks*, opposite Limehouse, on the S. side of the river. They are six in number, and cover an area of 50 acres, three-fourths of which is water surface.

East and West India Docks, Isle of Dogs, about 3 m. below London Bridge. The West India Docks are very deep and extensive, covering an area of nearly 300 acres. The East India Docks are likewise of vast area; in them are found many of the largest ships afloat.

London Docks are east of St. Katharine's Docks, not far from London Bridge and the Tower. They contain, besides several extensive docks, immense tobacco warehouses, and the largest wine vaults in the world.

St. Katharine's Docks are nearest to London Bridge, and approached from the bottom of Tower Hill. Their area is nearly 30 acres, and the cost of the whole of its structures 2 millions sterling. The warehouses are filled with several hundred

thousand tons of valuable goods from all parts of the globe, especially from the West and the Mediterranean. They are open to the public till 4 P.M. daily.

GUILDHALL, Cheapside :—The election of the Lord Mayor and of the Sheriffs of the City of London takes place here, as well as the grand annual Lord Mayor's dinner on the 9th of November. It is an interesting old building, with ancient and colossal figures of 'Gog and Magog.' The Lord Mayor for the ensuing year is the Right Hon. Robert Besley, Mansion House.

MISCELLANEOUS :—

Alhambra, Leicester Square (Ballet).
Burlington Arcade, Piccadilly.
Cattle Market, Islington (the great metropolitan market for live stock, fully deserving a visit).
Cremorne Gardens, Chelsea (Music, &c.).
Crystal Palace, Sydenham, from Victoria, Charing Cross, Ludgate Hill, Cannon Street, or London Bridge stations.
Egyptian Hall, Piccadilly (Entertainments).
Gallery of Illustration, Regent Street.
India Museum, Whitehall. Free. Open on Mondays, Wednesdays, and Fridays.
Metropolitan Police. Chief Station : Scotland Yard, S.W.
Millbank Penitentiary lies on the N. shore of the river, between Lambeth and Vauxhall bridges. It is a very safe structure, surrounded by high walls. The criminals pass through probationary confinement here.
Mint, the Royal, Little Tower Hill. May be viewed Thursdays, by order from the Master's office.
Newgate, near Ludgate Hill, the oldest prison in London. The executions, which were formerly public, and always caused immense gatherings, now take place inside the gaol.
Polytechnic, Regent Street (Popular Lectures on Scientific Subjects, &c.)
Soho Bazaar, Soho Square, W.C.
'Times' Office, at the back of Ludgate Hill, near Blackfriars Bridge. This vast printing establishment, which is a world in itself, may be seen by a special order obtained from the manager.

MONUMENTS AND STATUES :—

Achilles, Hyde Park (Westmacott)
Anne, Queen, St. Paul's Churchyard (Bird).
Bedford, Duke of, Russell Square (Westmacott).
Canning, Palace Yard (Westmacott).
Charles I., Charing Cross (Gibbons).

MONUMENTS AND STATUES—*continued*:—

Charles II., Chelsea Hospital (Gibbons).
Cumberland, Duke of, Victor of Culloden, Cavendish Sq.
Fox, Charles James, Bloomsbury Square (Westmacott).
George II., Leicester Square.
George III., Cockspur Street, Charing Cross (Wyatt).
George IV., Trafalgar Square (Chantrey).
Havelock, General, Trafalgar Square.
James II., Whitehall (Gibbons).
Monument, Fish Street Hill, in memory of Great Fire, 1666.
Napier, Sir Charles, Trafalgar Square.
Nelson Column, Trafalgar Square (Railton).
Peabody, in rear of Royal Exchange.
Pitt, William, Hanover Square (Chantrey).
Victoria, Royal Exchange (Lough).
Wellington, Royal Exchange (Chantrey).
Wellington, Hyde Park Corner (Wyatt).
William III., St. James's Square (Bacon).
William IV., King William Street, City.
York Column, Carlton House Terrace.

NATIONAL GALLERY. Trafalgar Square, contains a fine collection of pictures by English and foreign masters; open, free of charge, Mondays, Tuesdays, Wednesdays, and Saturdays.

PALACES:—*Buckingham Palace*, the metropolitan residence of Her Majesty. From here all royal processions on state occasions, &c., take place. The interior is magnificently decorated, and contains a priceless collection of the pictures of the great artists. During the absence of the Court a special order is obtainable from the Lord Chamberlain, at St. James's Palace. The royal gardens attached to the palace are charming, and contain a pavilion designed by the late Prince Consort. The royal stables in the rear deserve a visit.

Hampton Court.—The palace was begun by Cardinal Wolsey, who presented it to Henry VIII., in 1526, whose favourite residence it became. Charles I. escaped from his imprisonment here in 1647. Cromwell resided at Hampton Court during the Commonwealth, and it afterwards became the usual abode of William III. and his queen. George II. was the last monarch by whom it was inhabited. Of late years court pensioners have resided there, and the state rooms are open to the public. Admission to the palace and grounds is free of charge. Numerous trains run daily to and from Hampton (Charing Cross and Waterloo Bridge stations).

Kensington Palace is situated on the west side of the beautiful

grounds known as Kensington Gardens. It was the residence of the Duke and Duchess of Kent, and is the place of nativity of Her Majesty, who, however, never resides there now. It is a red brick building of no peculiar interest, and inhabited by state pensioners.

Lambeth Palace, at the foot of Lambeth Bridge, is the official residence of the Archbishop of Canterbury. The chapel, erected in the 12th century, and the Lollard's tower, are interesting historical relics.

Marlborough House, the residence of His Royal Highness the Prince of Wales, lies at the west end of Pall Mall, and, though unostentatious in outward appearance, has been most elegantly fitted up since the Princess of Wales has taken up her residence in it.

St. James's Palace, an unsightly building, facing St. James's Street, is the place where the 'Levées' and 'Drawing-rooms' of Her Majesty were formerly held. It is decorated in a very superior style, and has suites of very large apartments fitted for official receptions, &c. It still gives title to the Court of 'St. James's.'

Windsor Palace, the chief residence of the sovereigns of Great Britain, is situated immediately E. of New Windsor. It was originally built by William the Conqueror, and has been embellished by most of the succeeding sovereigns. The collections of paintings and vertu are most valuable. *Windsor Park* comprises about 10,000 acres, well stocked with deer; and W. of it is *Windsor Forest*, having a circumference of 56 m. The *Little Park* surrounds the castle on two sides, and contains 500 acres.

PARKS:—*Battersea Park*, five minutes' ride by rail from Victoria station, the most extensive and best-laid-out park in London. It is of recent origin, and the only large place of public recreation S. of the Thames. It has extensive cricket-grounds.

Green Park, separated only by a road from St. James's. Stafford House (Duke of Sutherland) and Spencer House are on the east side. Facing Hyde Park is the equestrian statue of the Duke of Wellington.

Hyde Park is separated only by Piccadilly from the Green Park on the S., and connects westwards with Kensington Gardens. On the N. it is bounded by the Marble Arch at the corner of Oxford Street, and by the Uxbridge Road. It has an extent of 400 acres, and an ornamental water, the Serpentine, which separates the park from Kensington Gardens. In summer this water is resorted to for bathing early in the morning and

after sunset; in winter, skating is vigorously carried on whenever the ice is strong enough, which is not the case every winter.

Kennington Park faces Kennington Road, a large thoroughfare which runs in the S. of London from Westminster Bridge Road to the S. outskirts. It has been open about ten years, and proved a great boon to the many thousands of the families of the artisan classes who live in these cheaper southerly parts of the metropolis.

Regent's Park lies in the N.W. of London, and may be easily reached by omnibus, or by strolling up Portland Place from Regent Street. It is very handsomely laid out in shrubberies, &c., covers nearly 500 acres, and contains the Botanical and Zoological Gardens. The collections in the latter are the most extensive and most valuable in existence, and are dispersed in appropriate buildings throughout the extensive grounds.

Victoria Park is the park for the poor in the E. and N.E. of London. It is easily reached by omnibus from the Bank, or by the N. London railway. There are, besides delightful walks and flowers and shrubs, cricket and gymnastic grounds, which render the park attractive to the poorer classes.

POST-OFFICES:—

General, St. Martin's-le-Grand, near St. Paul's, only office in London for *poste restante* letters.

District Offices:—

East Centre: Lombard Street.
Eastern and N.-Eastern: Nassau Place, Commercial Road.
South and South-Eastern: 9, Blackman Street, Borough.
South-Western, Buckingham Gate, close to the Palace Hotel.
Western: 3, Vere Street.
Western Central: Charing Cross, and 126, High Holborn.
North-Western: 28, Eversholt Street, Camden Town.
North: Packington Street, Islington.
Neither *poste restante* nor any other letters are allowed to be directed to any of the district offices. Letters thus addressed are returned to the senders through the 'Dead Letter Office,' St. Martin's-le-Grand.

RAILWAY STATIONS:—

Brighton and S. Coast (London Bridge), for:—Bognor, Brighton, Channel Islands, Chichester, *Continent*, Crystal Palace, Croydon, Dieppe, Eastbourne, Hastings, Isle of Wight, Lewes, Newhaven, Norwood, Paris, Portsmouth, Reigate, and Worthing.

Gt. Eastern (Bishopsgate Street), for:—Bury, Cambridge, Chelmsford, Colchester, Enfield, Ely, *Germany*, Harwich, Hertford, *Holland*, Ipswich, Lowestoft, Newmarket, Norwich, Peterborough, Southend, Stratford, Tilbury, Woolwich, and Yarmouth.

Gt. Northern (King's Cross), for:—Aberdeen, Boston, Bradford, Doncaster, Dublin, Edinburgh, Glasgow, Grantham, Halifax, Hull, Huntingdon, Leeds, Lincoln, Liverpool, Manchester, Newcastle, Nottingham, Peterborough, Scarborough, Sheffield, York, and all parts of Scotland.

Gt. Western (Paddington), for:—Bath, Birmingham, Bristol, Channel Islands, Cheltenham, Chester, Dudley, Exeter, Falmouth, Gloucester, Hereford, Ireland, Liverpool, Manchester, Oxford, Penzance, Plymouth, Reading, Shrewsbury, Wales, Weymouth, Windsor, Wolverhampton, and Worcester.

London, Chatham, and Dover (Victoria and Ludgate Hill), for:—Bickley, Broadstairs, Bromley, Brussels, Calais, Canterbury, Chatham, Dover, Faversham, *Germany*, Herne Bay, Margate, Ostend, Paris, Ramsgate, Rochester, Sheerness, Strood, and Whitstable.

London and N.-Western (Euston Square), for:—Aberdeen, Belfast, Birmingham, Carlisle, Chester, Dublin, Edinburgh, Fleetwood, Glasgow, Lancaster, Leamington, Liverpool, Manchester, Perth, Rugby, Shrewsbury, Stafford, Wales, Windermere, and Wolverhampton.

London and S.-Western (Waterloo Road), for:—Aldershot, Barnstaple, Bideford, Channel Islands, Cherbourg, *Continent*, Exeter, Gosport, Guildford, Hampton, Havre, Isle of Wight, Kingston, Paris, Poole, Portsmouth, Richmond, Rouen, Salisbury, Southampton, Weymouth, Winchester, Windsor, and Yeovil.

Midland (St. Pancras, Euston Road), for:—Aberdeen, Barrow, Bedford, Belfast, Berwick, Bradford, Buxton, Darlington, Derby, Edinburgh, Glasgow, Hull, Leeds, Leicester, Liverpool, Manchester, Newcastle, Normanton, Nottingham, Scarborough, Sheffield, and York.

S.-Eastern (Charing Cross and Cannon Street), for:—Beckenham, Bickley, Bromley, Boulogne, Calais, Canterbury, Chatham, *Continent*, Croydon, Deal, Dover, Folkestone, Greenwich, Guildford, Hastings, *India* (overland route), Maidstone, Margate, Paris, Ramsgate, Reading, Reigate, St. Leonards, Tunbridge Wells, and Woolwich.

*** *Night mails leave Victoria station at* 8.35 P.M., *and Charing Cross at* 8.45 P.M.

Metropolitan Stations:—

Aldersgate Street (General Post Office).
Baker Street (Regent's Park.)
Battersea Park (from Victoria).
Bayswater (Kensington Gardens).
Bishop's Road (Paddington).
Brompton (Horticultural Gdns.).
Cannon Street (St. Paul's).
Edgware Road (Marble Arch).
Elephant & Castle (Spurgeon's Tabernacle).
Farringdon Street (Smithfield).
Gower Street (Euston Square).
Hammersmith (Kew and Richmond).
King's Cross (Agricultural Hall).
Moorgate Street (Bank).
Paddington (Hyde Park).
Portland Place (Regent's Park).
Shepherd's Bush (Uxbridge Road).
South Kensington (Museum).
St. James's Park (Buckingham Palace).
St. John's Wood (Primrose Hill).
Victoria (Belgravia).
Westminster Bridge (Houses of Parliament, Whitehall, and Horse Guards).

SOUTH KENSINGTON MUSEUM:—This is reached either by omnibus or by underground rail from Victoria or Westminster Bridge in 10 minutes. It comprises an art and sculpture museum, with architectural exhibitions, paintings, and food and product collections. Admission, free on Mondays, Tuesdays, and Saturdays.

SQUARES (*a few of the principal*):—

Bedford Square, W.C.
Belgrave Square, S.W.
Berkeley Square, W.
Bloomsbury Square, W.C.
Brunswick Square, W.C.
Bryanston Square, W.
Camden Square, N.W.
Cavendish Square, W.
Chester Square, S.W.
Eaton Square, S.W.
Eccleston Square, S.W.
Finsbury Square, E.C.
Fitzroy Square, W.
Grosvenor Square, W.
Hanover Square, W.
Harrington Square, N.W.
Kensington Square, W.
Leicester Square, W.C.
Lincoln's Inn Fields, W.C.
Manchester Square, W.
Nelson Square, S.E.
Onslow Square, S.W.
Park Square, N.W.
Portman Square, W.
Regent Square, W.C.
Russell Square, W.C.
Tavistock Square, W.C.
Trafalgar Square, S.W.

ST. PAUL'S CATHEDRAL, commenced by Sir Christopher Wren in 1672, took thirty-five years in building. From the floor of the basement to the top of the cross is 365 ft., and the circumference of the church is 2292 ft.; length of the building, 500 ft.; breadth at entrance, 100 ft. Among the monuments are those to John Howard, Dr. Johnson, Lord Nelson, Captain Cook, Marquis Cornwallis, Sir Ralph Abercromby, and Sir John Moore. Among the tombs, those of Wren, Turner, Lawrence, Reynolds,

Nelson, Collingwood, Picton, and the Duke of Wellington are remarkable. Hours of service: Sunday, 9.45 A.M. and 3.15 P.M.; week-days, 8 and 9.45 A.M., and 4 P.M.

TELEGRAPH OFFICES (*Metropolitan, arranged by Postal Districts*):—

East: London Docks; 13, Mile End Road.
East Centre: 153, Cheapside; 103, Fleet Street; 47, Gresham Street; 27, Leadenhall Street; Lloyd's, Royal Exchange; 44, Lombard Street.
South-East: 66, London Road, Southwark, 4, Broadway, Deptford; Upper Kennington Lane, Kennington.
South: 138, High Street, Clapham.
South-West: 36, Parliament Street; 21, Park Side; 29, Sloane Square; 82, Charlwood Street, Pimlico; 89, St. James's Street.
West: 1, Bishop's Road, Bayswater; 24, High Street, Notting Hill; 216 and 326, Oxford Street; 43, Piccadilly.
West Central: 21, Chancery Lane; 285, High Holborn; 474, New Oxford Street; 371, Strand.
North-West: Eyre Arms, St. John's Wood; 49, High Street, Hampstead.
North: 5, Hercules Terrace, Holloway; 7, Rufford's Buildings, High Street, Islington; 255, Upper Street, Highbury.
North-East: 329, Kingsland Road (corner of Kingsland and Downham Roads).

☞ *Likewise at all metropolitan railway stations.*

TEMPLE, Fleet Street (so called from the Knights Templars). The Temple church and Middle Temple hall are highly interesting as specimens of mediæval architecture.

THEATRES:—

Adelphi, Strand.
Astley's, Westminster Bridge Road.
Drury Lane, back of Strand.
Gaiety, Strand.
Globe, Strand.
Haymarket Theatre, Haymarket.
Italian Opera, Covent Garden.
Italian Opera, Haymarket.
Lyceum, Strand.
New Holborn, Holborn.
Olympic, Wych Street, Strand.
Prince of Wales's, Tottenham St.
Princess's, Oxford Street.
Sadler's Wells, St. John St. Road.
St. James, King St., St. James's.
Strand Theatre, Strand.
Surrey Theatre, Blackfriars Road.

WESTMINSTER ABBEY was founded about 616, enlarged by King Edgar and Edward the Confessor, and rebuilt by Henry III. and Edward I. The Kings and Queens of England have been crowned here from Edward the Confessor to Queen Victoria.

There are seven chapels. The first is the 'Chapel of St. Benedict;' the second, 'St. Edmund;' the third, 'St. Nicholas;' the fourth is called 'Henry VII.'s Chapel:' Henry VII. and his Consort; Mary Queen of Scots; Queen Elizabeth; Queen Mary; James I. and Anne of Denmark; Henry, Prince of Wales (son of James I.); Charles II.; William and Mary; Queen Anne; George II. and Queen Caroline; Frederick, Prince of Wales (father of George III.); William, Duke of Cumberland; and Addison lie buried here. In the fifth chapel, 'St. Paul's,' Archbishop Usher lies buried. The sixth is called the 'Chapel of St. Edward the Confessor,' or the 'Chapel of the Kings;' the centre of this chapel is taken up by the shrine of King Edward the Confessor: around it are the tombs of Henry III.; Edward I. and his Queen, Eleanor; Edward III. and Queen Philippa; Richard II. and Anne, his first consort; and Henry V. The south transept is called 'Poets' Corner:' Chaucer, Spenser, Shakespeare, Camden, Ben Jonson, Milton, Dryden, Butler, Gay, Thomson, Gray, Addison, Garrick, Goldsmith, Sheridan, Macaulay, and others, have memorials in this chapel. Here also are the remains of Lord and Lady Palmerston, and a beautiful monument to John, Duke of Argyll. In the north transept are the splendid monuments of Lord Mansfield, Lord Chatham, General Wolfe, and others; also of Sir Isaac Newton, Sir Godfrey Kneller, Major André, and other eminent men.

STEAMERS leave London for:—

Aberdeen, from Aberdeen Steam Wharf, Wapping, E., Wednesdays and Saturdays—fare, 25*s.* 1st cl. (Aberdeen Steam Navigation Co., C. Shepherd, Aberdeen Steam Wharf, 257, Wapping, agent).

Algoa Bay, from Victoria Docks, 1st of alternate months—42*l.* (Cape of Good Hope Steamship Company, 117, Leadenhall Street, E.C.).

Alicante, from Millwall Docks, Thursdays—12*l.* (R. McAndrew & Co., Bond Court Chambers, Walbrook, E.C.).

Amsterdam (off the Tower), weekly.

Antwerp, from St. Katharine's Wharf, Sundays, at noon—20*s.* (Antwerp Company, Messrs. Simon & Lightly, 123, Fenchurch Street, E.C.).

Barcelona, from Millwall Docks, weekly—16*l.* (R. McAndrew & Co., Bond Court Chambers, Walbrook, E.C.).

Bilbao, from Millwall Docks, weekly—6*l.* (R. McAndrew & Co.).

Bordeaux (*Ligne Française*), occasionally (Messrs. Batten & Edwards, 66, Lower Thames Street, E.C., agents).

Boulogne, from London Bridge Wharf, daily—11*s.* (General Steam Navigation Co., 71, Lombard Street, E.C.).

Bremen, from off Horselydown, Thursdays—40*s.* (Messrs. Phillipps, Graves, Phillipps, & Co., St. Dunstan's House, St. Dunstan's Hill, E.C.).

Cadiz, from Millwall Docks, weekly—11*l.* (R. McAndrew & Co., Bond Court Chambers, Walbrook, E.C.).

Calais, from London Bridge Wharf, every five days—11*s.* (General Steam Navigation Co., 71, Lombard Street, E.C.).

Calmar, from Millwall Docks, monthly—3*l.* 3*s.* (Messrs. Phillipps, Graves, Phillipps, & Co., St. Dunstan's House, St. Dunstan's Hill, E.C.).

Cape Town, from Victoria Docks, 1st of alternate months—36*l.* 15*s.* (Cape of Good Hope Steamship Co., 117, Leadenhall Street, E.C.).

Christiania, calling at Christiansand, from British and Foreign Steam Wharf, Lower East Smithfield, alternate Fridays—4*l.* (Breslauer & Co., 9, Gracechurch Street, E.C.).

Constantinople, from Victoria Docks, bi-monthly—15*l.*, calling at Malta—12*l.*, Odessa—20*l.*, and Smyrna—17*l.* (Smith, Sundius, & Co., 17, Gracechurch Street, E.C., agents).

Copenhagen, from Hermitage Pier, monthly—3*l.* 3*s.* (Messrs. Phillipps, Graves, Phillipps, & Co.).

Corunna, from Millwall Docks, weekly, 8*l.* (R. McAndrew & Co.).

Dieppe, from Chamberlain's Wharf, Tooley Street, Tuesdays and Fridays.

Dundee, Wednesdays and Saturdays—20*s.* (J. W. Kidd, New Dundee Wharf, 273, Wapping, E.).

Dunkirk, from Fenning's Wharf, London Bridge, thrice weekly—15*s.* (W. H. Carey & Sons, 34, Mark Lane, E.C.).

Edinburgh, from Hermitage Steam Wharf, Wapping, E., Wednesdays and Saturdays—25*s.* (J. A. Clinskill, Hermitage Steam Wharf, Wapping, E.). Also, same days, from St. Katharine's Steam Wharf—15*s.* (Gen. Steam Navigation Co.).

Genoa, from Wapping Basin, London Docks, 1st and 15th—12*l.*

Gibraltar, from Millwall Docks (passengers and merchandise), monthly (Ryde & Co., 155, Fenchurch Street, E.C.).

Glasgow, from Hermitage Steam Wharf, Wapping, E., Wednesdays and Saturdays—15*s.* (J. A. Clinskill, Hermitage Steam Wharf, Wapping, E.).

Gottenburg, from Millwall Docks, Saturdays—63*s.* (Phillipps, Graves, Phillipps, & Co.).

Greenwich, *Blackwall*, and *Woolwich*, from Westminster and all intermediate piers, every half-hour—6*d.*

Hamburgh, from St. Katharine's Steam Wharf, Wednesdays

and Saturdays—40*s.* (General Steam Navigation Co.); likewise from Horselydown, Fridays—40*s.* (Hamburgh London Steamship Co., Drolenvaux and Bremner, 40, Seething Lane, E.C.).

Harlingen, from off the Tower, Wednesdays and Sundays.

Havre, from off St. Katharine's Steam Wharf, Saturdays—11*s.* (General Steam Navigation Co.).

Honfleur, from British and Foreign Steam Wharf, Lower E. Smithfield, twice a-week.

Hull, from Custom House Quay, Lower Thames Street, Wednesdays and Saturdays—8*s.* (General Steam Navigation Co.).

Kew, every half-hour, from metropolitan piers, 6*d.*

Leghorn, from Wapping Basin, London Docks, 1st and 15th—15*l.*

Leith, from Hermitage Steam Wharf, Wapping, E., Wednesdays and Saturdays—15*s.* (J. A. Clinskill, Hermitage Steam Wharf, Wapping, E.).

Lisbon, from Millwall Docks (passengers and merchandise), weekly—8*l.* (R. McAndrew & Co.); likewise from Millwall Docks (passengers and merchandise), once a-month. (Ryde & Co., 155, Fenchurch Street, E.C.).

Madeira, from Victoria Docks, 1st of every alternate month—16*l.* 16*s.* (Cape of Good Hope Steamship Co., 117, Leadenhall Street, E.C.). Likewise from Millwall Docks, weekly—14*l.* (R. McAndrew & Co.).

Malaga, from Millwall Docks, weekly—11*l.* (R. Mc Andrew & Co.).

Malta, see *Constantinople*.

Marseilles, from Millwall Docks (passengers and merchandise), bi-monthly. (Ryde & Co., 155, Fenchurch Street, E.C.).

Messina, Naples, and Palermo, from Wapping Basin, London Docks, 1st and 15th—18*l.*

Natal, calling at Falmouth, from Victoria Docks, 1st of every alternate month—42*l.* 5*s.* (Cape of Good Hope Steamship Co., 117, Leadenhall Street, E.C.).

Newcastle, from Hermitage Steam Wharf, Wapping, Wednesdays and Sundays—12*s.* (General Steam Navigation Co.).

New York, from Victoria Docks, alternate Saturdays—13*l.* 13*s.* (London New York Steamship Co., Smith, Sundius, & Co., 18, Gracechurch Street, E.C., and A. G. Robinson, 20, Mark Lane, E.C.).

Odessa, see *Constantinople*.

Oporto, from Millwall Docks, weekly—9*l.* 10*s.* (R. Mc Andrew & Co.).

Ostend, from St. Katharine's Wharf, Wednesdays and Saturdays—15*s.* (General Steam Navigation Co.).

Port Elizabeth, see *Algoa Bay*.
Portsmouth, from Miller's Wharf, Lower E. Smithfield, Wednesdays and Saturdays—9*s*.
Rotterdam, from Brunswick Wharf, Blackwall, twice weekly—30*s*. (Messrs. Phillipps, Graves, Phillipps, & Co.).
San Sebastian and *Santander*, from Millwall Docks, weekly—6*l*. (R. McAndrew & Co.).
Seville, from Millwall Docks, weekly—10*l*. (R. McAndrew & Co.).
St. Helena (calling at Falmouth), alternate 1st of month—36*l*. 15*s*. (Cape of Good Hope Steamship Co., 117, Leadenhall Street, E.C.).
St. Petersburgh, from off East Lane Stairs, once a-week, during summer months—6*l*. 6*s*.
Shields, from S. Devon Wharf, close to the Tower, Wednesdays and Saturdays—12*s*.
Smyrna, see *Constantinople*.
Southampton, from Miller's Wharf, Lower E. Smithfield, Wednesdays—9*s*. (British and Irish Steam-packet Co.).
Stockholm (calling at Copenhagen), from Alderman's Tier, every three weeks, during summer months—4*l*. 4*s*. (Phillipps, Graves, Phillipps, & Co.).
Sunderland, from Hartley's Wharf, Wednesdays—12*s*.
Valencia, from Millwall Docks, weekly—16*l*. (R. McAndrew & Co.).
Vigo, from Millwall Docks, weekly—8*l*. (R. McAndrew & Co.).
Waterford (calling at Plymouth), from Miller's Wharf, Lower E. Smithfield, Wednesdays—20*s*.
Yarmouth, from London Bridge Wharf, Wednesdays—8*s*. (General Steam Navigation Co., 71, Lombard Street, E.C.).

LETTERS from or to any part of the United Kingdom, 1*d*. for each ½ oz.; newspapers, 1*d*. each; books, 1*d*. for every 4 oz.; registr. fee, 4*d*. Newspapers which are dropped into pillar-boxes are kept back a day. A letter posted in a *pillar-box* before four in the morning is delivered at any part of the metropolis first post.

Post Office Orders are issued from any Money Order Office in Great Britain to the Colonies (except India); to Belgium and Switzerland; and to Alexandria, Bahia, Buenos Ayres, Constantinople, Gibraltar, Monte Video, Pernambuco, and Rio de Janeiro.

MONEY, &c.:—When a sovereign weighs less than its normal weight = $123\frac{274}{623}$ grains, it is not a legal tender, nor is the

sovereign necessarily so for a postage-stamp or a halfpenny toll. Silver is not a legal tender for sums beyond 40*s*. The Mint price of gold is 67*s*. 10½*d*. per oz.; the value of *pure* gold is 4*l*. 4*s*. 11$\frac{5}{11}$*d*. per oz. The value of *pure* silver = nearly 6*s*. per oz. The bronze coinage introduced in 1860 is composed of 95 parts copper, 4 tin, and 1 zinc. The penny is 1¼ in. in diameter, the halfpenny 1 in., the farthing ¾ in.

Bullion and Exchange Bank.—For foreign currency and notes, Baum, Brothers, 37, Haymarket, S.W.

HOTELS.

The Buckingham Palace, Buckingham Gate, S.W. | *The Burlington*, Cork Street, W.

Charing Cross (Railway Station), W.C.
Claridge's, Brook Street, W.
Fenton's, St. James's Street, S.W.
Grosvenor (Railway Station), S.W.

LONDONDERRY, a city and sea-port in co. of same name, prov. of Ulster, Ireland, 144 m. from Dublin on the Londonderry and Enniskillen railway. Pop. 22,000. The harbour is spacious. The trade is extensive.

Members of Parliament:—COUNTY; Robt. Peel Dawson, Esq. (C.), London residence, Carlton Club, S.W.; Sir F. W. Heygate, Bart. (C.), London residence, 43, Eaton Square, S.W. CITY; Richard Dowse, Esq. (L.), London residence, Westminster Palace Hotel, S.W.

Steamers of the Anchor line (Handyside and Henderson, Glasgow) call at this port, Saturdays, *en route* for New York; fare, 14*l*. 14*s*. 1st cl.

The steamers of the Montreal Ocean Steamship Co. (Messrs. Allen, Brothers, & Co., James Street, Liverpool) from Liverpool, *en route* to Montreal and Quebec, call at this port on Fridays. Steamers leave Londonderry for:—Fleetwood and London, week-days—12*s*. 6*d*.; through fare to London, 45*s*.; Glasgow, Tuesdays, Wednesdays, Fridays, and Saturdays—21*s*. 6*d*.; *viâ* Belfast, ditto, week-days—20*s*.; Liverpool, Mondays and Thursdays—12*s*. 6*d*.

Route from London (Euston Square station), *viâ* Holyhead and Kingstown.

Hotel:—The Imperial.

T. M. from London, 4*s*.

LONGFORD, a town of Ireland, co. Longford, 75 m. W.N.W. Dublin. Pop. 6000.

Members of Parliament—Co. LONGFORD; Col. F. S. Greville

Nugent (L.), London residence, 34, Grosvenor Square, W.; Major M. W. O'Reilly (L.), London residence, 2, Savile Row, W.

Route from London (Euston Square station), *viâ* Holyhead and Kingstown.

Hotel:—

T. M. from London, 4*s*.

L'ORIENT, a sea-port of France, dép. Morbihan, at the head of the bay of Port Louis, 28 m. W.N.W. Vannes; lat. 47° 4′ N., lon. 3° 21′ W. Pop. 36,000. Its port is commodious, and has fine quays, a dockyard and 30 slips, an observatory, and a lighthouse. It is a station of the French navy.

Consul:—Louis Minier, Esq.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Le Mans, Rennes, and Vannes.

T. M. from London, 3*s*. 4*d*.

LOTA, a sea-port of Chili, on the bay and 20 m. N. Arauco; lat. 37° S., lon. 73° W. Pop. 5000. Near it are immense coal-fields, yielding 100,000 tons of coal annually. Large quantities of fire-bricks are made here. To the N. of this place lie three small ports, CORONEL, TALCAHUANHO and TOMÉ (*which see*).

For steamers, *see* Table.

LOUTH. For co. members, *see* **DUNDALK.**

LOWESTOFT, a market-town and sea-port of England, E. coast of Suffolk, 117 m. N.N.E. of London, on the Gt. Eastern railway. Pop. 11,000. Its chief consequence as a port is owing to its herring-fisheries. Sail-making, boat-building, and the manufacture of rope and twine are extensively carried on.

Rail from London (Bishopsgate Street station), *viâ* Ipswich, 7.15, 10¼ and 11.42 A.M.; 3.10 and 4.25 P.M. Fare, 26*s*. 9*d*. 1st cl.

Hotel:—The Royal.

LUBECK, a free city of Germany, situated on the river Trave; lat. 53° 52′ N., lon. 10° 50′ E. Pop. 27,000. It has numerous breweries, distilleries, iron-forges, and linen-yarn factories, and manufactures of hats, vinegar, starch, tobacco, and musical instruments, with oil and other mills, and woollen and cotton factories. The communication with Hamburgh is by means of the Trave, a canal, and by railway. The principal export is corn. The principal imports are wines and silks from France, cotton and hardware from England. It has an extensive transit trade, and considerable markets for wool, cattle, and horses.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, and Cologne to Hamburgh; thence from Altona

by rail. There is daily communication by steamer between Lubeck and Copenhagen.

Letters from England to Lubeck, *viâ* Belgium, under ½ oz., 6*d.*; 1 oz., 1*s.*; registr. fee, 4*d.*; newspapers, 2*d.*, not exceeding 4 oz.

Money, &c.:—Value of English money same as at Hamburgh. 1 thaler = 3*s.* 4*d.*; 1 mark = 16 schilling = 1*s.* 0½*d.*

Hotel:—Stadt London.

T. M. from London, 6*s.*

LUCKNOW, a city of Hindostan, prov. Oude, on the Goomty, a tributary of the Ganges; lat. 26° 53′ N., lon. 80° 58′ E. Pop. 260,000. It is 265 m. S.E. by E. of Delhi, on the 'Indian Branch' of the East Indian railway.

Lucknow acquired a tragic fame in the great mutiny which broke out on the 30th of May, 1857, at the Sepoy cantonments, 2 m. from the city. After unsuccessful efforts to suppress the mutiny, the small British force, numbering scarce 300 men, had to retire into the Residency, which was immediately besieged by 10,000 natives. The heroic defence of the handful of British troops, in a building not designed for a fortress, lasted nearly four months; at the end of which, on the 25th of September, 1857, General Havelock, at the head of two regiments, succeeded in fighting his way through, and relieving the garrison.

Route from London, *viâ* Calcutta; thence by E. Indian railway to Cawnpore (*which see*); thence by branch line, at 11 A.M. and 6 P.M., daily (2½ hours).

T. M. from London, 57*s.*

LUDLOW, a town and parliamentary borough of England, co. Salop, 25 m. S. Shrewsbury and 168 m. from London by Gt. Western railway. The town lies at the confluence of the Corve and Teme. Pop. 6000. There are some ruins of a magnificent old castle.

Member of Parliament:—Lt.-Col. Hon. G. H. W. Clive (C.), London residence, 53, Grosvenor Street, W.

Rail from London (Paddington station) to Shrewsbury, 6, 8, 10, and 12.30 A.M.; 3.30 and 6.20 P.M.; thence by local line. Fare, 27*s.* 6*d.* 1st cl.

Hotel:—Angel.

T. M. from London, 1*s.* 6*d.*

LYMINGTON, a town and parliamentary borough of England, co. Hants, 100 m. from London by London, Brighton, and S. Coast railway. Pop. of Parliamentary borough, 3000.

Member of Parliament:—Lord G. C. G. Lennox (C.), London residence, 51, Portland Place, W.

Rail from London (Waterloo Bridge station), 7.30, 8.15, and 11.10 A.M.; 3.10 and 5.10 P.M. Fare, 19*s.* 9*d.* 1st cl.
Hotel:—The Angel.

LYNN REGIS, a town and parliamentary borough of England, co. Norfolk, 99 m. from London by Gt. Eastern railway. Pop. of parliamentary borough, 12,000.
Members of Parliament:—*Seat vacant*, through the Rt. Hon. Lord Stanley taking the late Lord Derby's seat in the House of Lords; Hon. R. Bourke (C.), London residence, 35, Charles Street, Berkeley Square, W.
Rail from London (Bishopsgate Street station), 7.55 and 11 A.M.; 5 P.M. Fare, 18*s.* 6*d.* 1st cl.
Hotel:—Fiddaman's.

LYONS, a city of France, on the Rhone, 275 m. E.N.E. Bordeaux, 172 m. N.N.W. Marseilles, 245 m. S.E. Paris, and 70 m. W.S.W. Geneva, on the Paris and Mediterranean railway; lat. 45° 44′ N., lon. 4° 50′ E. Pop. 320,000. It is situated at the junction of the Rhone and Saone, on a peninsula between the two rivers. The principal buildings are the town-hall, the cathedral, and several other churches, various hospitals, the prefecture, exchange, hall of justice, and bishop's palace; the 'Palais des Arts,' with its museums of painting, antiquities, and natural history, cabinet of medals, &c. The public library and library of *Adamaly* comprise 100,000 vols., among which are valuable Oriental works and old MSS. The botanic garden is situated within the city, and is a favourite place of public resort. Lyons boasts of one of the finest and largest squares in Europe (*Place Bellecours*).
Lyons is the natural depôt for the silk of Italy. Silk-weaving is not generally conducted in large factories, but in the dwellings of the master-weavers; more than 100,000 persons are employed in it, and more than half of all the French silk manufactures are turned out here.
Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, and Paris.
Hotel:—Grand Hôtel de Lyon.
T. M. from London, 3*s.* 4*d.*

MACCLESFIELD, a town of England, co. Chester, 17 m. from Manchester, 32 m. E.N.E. Chester, and 150 m. from London by the London and N.-Western railway. Pop. 30,000. The town is one of the oldest in England, and the town-hall, the museum, gaol, market-house, mechanics' institute, library, theatre, banks, public baths, and union, are amongst the principal public buildings.

Macclesfield is important for its silk, satin, and velvet trade.

Members of Parliament:—William C. Brocklehurst, Esq. (L.), London residence, 33, Milk Street, E.C.; David Chadwick, Esq. (L.), London residence, 27, Belsize Park, N.W.

Rail from London (Euston Square), 7.30, 7.40, 9, and 12 A.M.; 2.45 P.M. Fare, 31*s.* 1*d.* 1st cl.

Hotel:—The Macclesfield Arms.

T. M. from London, 1*s.* 6*d.*

MADEIRA, an island in the N. Atlantic Ocean, belonging to Portugal; lat. 32° 38′ N., lon. 16° 54′ W. Length of island, 46 m.; breadth, 7 m.; area, 300 sq. m. Pop. 111,000. The exports consist principally of wine, fruits, fresh and preserved, dragon's blood, honey and wax, orchill, tobacco, and ship provisions. Its imports comprise manufactured goods, sheep, salted provisions, fish, oil, corn, and tropical productions. Funchal, the only town of Madeira requiring any notice, is situated on the S.E. side of the island (*see* FUNCHAL). The climate of this island is remarkable for its equality, and persons suffering from pulmonary complaints, unattended by any material disorganization, derive much benefit from a residence there. Its wine is the great glory of Madeira. The best is produced on rocky grounds exposed to the full influence of the sun's rays, the grapes being allowed to hang till they are dead ripe. Though naturally strong, a quantity of brandy is added to Madeira wine when racked from the vessels in which it has been fermented, and another portion is added when it is about to be exported.

Consul:—George H. Hayward, Esq.

The Spanish screw-steamers (R. McAndrew & Co., Bond Court Chambers, Walbrook, E.C., London) run weekly between London and this port. Fare 280*s.* 1st cl.

For steamers from London and Southampton, *see* Table.

MADRAS, a city and port on the S.E. coast of the peninsula of Hindostan, and capital of the presidency of Madras; lat. 13° 14′ N., lon. 80° 14′ E. Pop. 400,000. The presidency of Madras has an area of 350,000 sq. m., and a population of nearly 50,000,000. The city is well built. Fort St. George, a strong citadel, is surrounded by an esplanade. On its N. is Black

Town, containing the commercial buildings and warehouses, with custom-house, &c. Chaultry Plain, separated from the city by the river, contains the residence of the Nawab, as well as that of the governor, cathedral, &c. Madras is the seat of the lieutenant-governor, and of the Supreme Court of the presidency. It has a university, and enjoys a considerable trade, although the harbour is bad on account of heavy surf. The Madras railway connects this port with the port of Beypore, on the Malabar or W. coast, distance 406 m. About half-way between these two ports, at Erode, a junction is formed between this line and the Gt. Southern of India railway, in progress in W.N.W. direction from Negapatam towards Mysore and Seringapatam. In a N.N.W. direction, the N.W. line of the Madras railway is open as far as Tadputri, 227 m., and when finished will meet the line in progress from Bombay to Poonah and Sholapore, 282 m., which is already open to the public to the latter place.

For steamers from Europe, *see* Table.

For postal and monetary, *see* CALCUTTA.

Hotel:—The Prince Albert.

T. M. from London, 57*s*.

MADRID, cap. of Spain, on the river Manzanares; lat. 40° 25′ N., lon. 3° 25′ W. Pop. 300,000. The city occupies a space of nearly 4 sq. m. on the Manzanares, here crossed by two magnificent bridges. The town is surrounded by a brick wall, in which are 15 stone gates. The modern portion of the city is not devoid of beauty. Among the public buildings the most conspicuous is the royal palace, on the E. side of the river. The other chief buildings are the custom-house, a museum of civil engineering, and the palace of the council of Castille, the post-office, the national printing-office, and the palace of the Duke of Liria. The Prado is nearly 2 m. long, and farther S. are the shady gardens called Las Delicias. There are numerous benevolent institutions and scarcely any manufacturing industry; a manufactory of porcelain and another of carpets are carried on by Government.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Bordeaux, Bayonne, Miranda, Burgos, and Placencia.

Letters from England to Spain, *viâ* France, under ½ oz., 6*d*.; ½ oz., 1*s*.; ¾ oz., 1*s*. 6*d*.; 1 oz., 2*s*.; registr. fee, 4*d*.; newspapers, 2*d*.

Money:—1*l*. sterling = 5 duros, or Spanish dollars; 1 duro = 20 reals = 4*s*. 2*d*.; 1 real = 2½*d*.; 1 escudo = 10 reals = 2*s*. 1*d*. The gold doubloon = 64*s*.; the Isabel = 20*s*. 10*d*.

Weights, &c.:—Same as France, substituting metro for mètre, litro for litre, gramo for gramme, and area for are.
Hotel:—Péninsulaires.
T. M. from London, 7*s.*

MAHÉ, an island of the Seychelles, Indian Ocean; lat. (S. point) 4° 35′ S., lon. 55° 32′ E. It rises nearly perpendicularly to an altitude of 2000 ft., and may be seen at a distance of 40 m. The port is in the opening of a reef, and capable of sheltering six large men-of-war. During the S.E. monsoon there is good anchorage on the W. side of the island.
For steamers, *see* Table.

MAIDSTONE, a market and county town, co. Kent, England, 42¼ m. from London by the N. Kent railway. It is also a station on the S.-Eastern railway. Pop. 25,000. The town is situated on the Medway. It has a large trade in hops, corn and timber, numerous paper-mills, and extensive stone-quarries. The chief public buildings are the assize-court and county-gaol.
Members of Parliament:—Co. KENT; *East*, Edw. Leigh Pemberton, Esq. (C.), London residence, 5, Warwick Square, Pimlico, s.w.; Hon. G. W. Milles (C.), London residence, Carlton Club, s.w. *Mid*, William Hart Dyke, Esq. (C.), London residence, 3, Victoria Street, Pimlico, s.w.; Viscount Holmesdale (C.), 52, Grosvenor Place, s.w. *West*, Charles Henry Mills, Esq. (C.), London residence, 15, Great Stanhope Street, w.; John G. Talbot, Esq. (C.), London residence, 10, Great George Street, Westminster, s.w. BOROUGH; William Lee, Esq. (L.), London residence, 16, Upper Ground Street, Blackfriars, s.; Captain James Whatman (L.), London residence, 6, Carlton Gardens, s.w.
Rail from London (Charing Cross station), 7 and 9.55 A.M.; 12.10, 2.10, 3.22, 4.8, 4.42, 7.5, and 9.15 P.M. Fare, 10*s.* 1st cl.
Hotel:—The Bell.

MAJORCA, *see* **PALMA.**

MALABRIGO, *see* **HUANCHACO.**

MALACCA, a port of the Malay peninsula, in the straits of Malacca; lat. 2° 10′ 30″ N., lon. 102° 14′ 15″ E. Pop. 13,000. The town is built in the old-fashioned Dutch style, and several of the streets are spacious and handsome. There is little or no trade. Principal edifices, the town-house and civil and military hospitals. There are several literary institutions. Malacca has still some export trade in gold-dust, tin, iron implements, ebony, ivory, aloe-wood, &c. Principal imports: rice, sago, opium, manufactured goods, woollens, liquors, &c.

Through fare from Southampton, *viâ* Singapore (for steamer, *see* Table) and British India Steam Navigation Co.'s steamer, 100*l*.

T. M. from London, 57*s*.

MALAGA, a city and sea-port of Spain, prov. Granada, on the Mediterranean, 68 m. N.E. Gibraltar and 254 m. S. by W. Madrid, by which it is connected by railway; lat. 36° 43′ N., lon. 4° 26′ W. Pop. 190,000. The town stands in the centre of a fine bay. The articles of export are wine, fruit, olive-oil, brandy, anchovies, cinnamon seed, aniseed, barilla, and soap. Lead is also brought for shipment from the mines of Alora. The imports comprise salt fish, iron hoops, bar-iron, nails, cotton fabrics, hides, earthenware, woollen cloth, colonial produce, butter and cheese, and linens. The chief trade is in wine, of which it produces two sorts, sweet and dry—the first called 'Malaga,' the second 'Mountain.' Its muscatel raisins are the finest in the world.

Malaga has for many years been a winter residence for invalids; especially for those suffering from pulmonary complaints.

Consul:—William Penrose Mark, Esq.

The steamers of the Messageries Impériales leave Oran for Malaga, Saturdays, 8 P.M., returning Saturdays, 2 P.M.

The Spanish screw-steamers (R. McAndrew & Co., Bond Court Chambers, Walbrook, E.C., London) run weekly between London and this port. Fare, 220*s*. 1st cl.

Steamers of the 'Ligne Péninsulaire' (E. Grosos, Havre, director) leave Havre for Malaga on the 1st, 11th, and 24th of every month.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Bordeaux, Bayonne, Madrid, and Cordova.

Hotel:—The Victoria.

T. M. from London, 7*s*.

MALDON, a river-port and parliamentary borough of England, on the Chelmer, co. Essex, 43½ m. from London by Gt. Eastern railway. Pop. of parliamentary borough, 5000. 1918 vessels, of 107,780 tons burden, entered and cleared the port during the year 1868.

Member of Parliament:—E. H. Bentall, Esq. (L.), London residence, 4, Pall-Mall Place, S.W.

Rail from London (Bishopsgate Street station), 7.15 and 9.15 A.M.; 4.25 and 5.30 P.M. Fare, 9*s*. 1st cl.

Hotel:—The King's Head.

MALINES, or **MECHLIN,** a city of Belgium, on the Dyle, a tributary of the Scheldt, and on the railway from Antwerp to Brussels, 14 m. S.S.E. the former and 14 m. N.N.E. the latter; lat. 51° 2′ N., lon. 4° 29′ E. Pop. 35,000. The river divides it into two parts. It is well laid out, with broad, well-paved, and clean streets; the houses being grotesque, antiquated, and of a large size. The principal public building is the cathedral, with a fine altar-piece by Rubens. There are also many other churches, a bishop's palace, town-hall, arsenal, cannon-foundry, and an asylum for widows or aged women. The town has long been celebrated for the manufacture of a coarse kind of lace.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Courtray, and Ghent.

Hôtel de Brabant.

T. M. from London, 2*s.* 6*d.*

MALLOW, a town and parliamentary borough of Ireland, co. Cork, 17 m. N.N.W. Cork, on the Blackwater. Pop. 7000. It is a favourite watering-place, having the hottest mineral spring in Ireland.

Member of Parliament:—Rt. Hon. E. Sullivan (L.), London residence, Reform Club, S.W.

Mail route from London (Euston Square station), *viâ* Holyhead and Kingstown.

Hotel:—The Royal.

T. M. from London, 4*s.*

MALMESBURY, a town and parliamentary borough of England, co. Wilts, 10 m. N. Chippenham, and 104 m. from London by Gt. Western railway. Pop. of parliamentary borough, 7000.

Member of Parliament:—Walter Powell, Esq. (C.), London residence, 63, St. James's Street, S.W.

Rail from London (Paddington station), for Chippenham, 6, 6.50, 9.15, 10.10, and 11.45 A.M.; 2, 2.35, 4.50, and 8.10 P.M. Fare, 20*s.* 7*d.* 1st cl. Thence to Malmesbury.

Hotel:—The George.

MALTA, an island in the Mediterranean, belonging to Great Britain; lat. 35° 54′ N., lon. 14° 31′ E. Pop. 135,000. Wheat and cotton are the principal products, of which there are often two crops yearly. The manufactures are cotton goods, cabinet work, and jewellery. It imports nearly all the necessaries of life. Its central position, excellent port, and great strength, render it admirably fitted for a naval station, and during war it makes an excellent entrepôt and depôt.

For steamers from Southampton, *see* Table.

The steamers of Messrs. Bibby & Sons, Liverpool, leave Liverpool for Malta, Fridays. Fare, 15*l.*

The Mediterranean steamers (Messrs. Burns & McIver, 1, Rumford Street, Liverpool) leave Liverpool for Malta every third week.

The steamers of Messrs. Moss & Co., Liverpool, leave Liverpool for Malta, weekly.

Hotel:—Dunsford's.

T. M. from London, 10*s.*

See also VALETTA.

MALTON, a town and parliamentary borough of England, co. York, 212 m. from London by Gt. Northern railway. Pop. of parliamentary borough, 9000.

Member of Parliament:—Hon. C. W. W. Fitzwilliam (L.), London residence, 13, Ryder Street, s.w.

Rail from London (King's Cross station), 7.40, 10, and 12 A.M.; 9.15 P.M. Fare, 55*s.* 9*d.* 1st cl.

Hotel:—The Talbot.

T. M. from London, 1*s.* 6*d.*

MANCHESTER, a city of England, co. Lancaster, 188½ m. from London by London and N.-Western railway. Pop. 400,000. It is situate on a low tract of ground on each side of the Irwell, at the confluence of the Medlock and Irk. It is the great seat of cotton manufacture. Its chief buildings are the Royal Exchange, situated at the junction of Market Street and of St. Ann's Square; the town-hall, corner of King Street and Cross Street, in which are situated the offices of the Chamber of Commerce, which consists of twenty-four directors, and is one of the chief mercantile institutions of the town; post-office, situated in Brown Street, Market Street; corn-exchange, in Hanging Ditch; Branch Bank of England, Pall Mall and King Street; the Athenæum, containing a library, news-room, class-rooms, lecture-hall, &c.; the Assize Court in Ducie Street, the finest architectural edifice in Manchester; and the Free-Trade Hall, near the Theatre Royal, in Peter Street. Manchester contains more than a hundred churches, chapels, and places of worship; the cathedral, or Old Collegiate church, in Victoria Street; St. Ann's church, in the centre of the town; St. Mary's, in St. Mary's Street; and St. John's, at the bottom of St. John's Street, are the principal ones. Of the educational institutions, Chatham Library and College, the Lancashire Independent College, Owen's College, and the Free Grammar and Commercial schools, are the most prominent. The Athenæum has a fine library, and a lecture-hall for 1000 persons. The Manchester Royal Infirmary and Dispensary, at the junc-

tion of Mosley and Market Streets, St. Mary's Hospital, and Lock Hospital, are the principal charitable institutions. The three favourite parks are the Peel Park, the Queen's Park, and Philipp's Park. Manchester contains three theatres, the Royal, Queen's, and Prince of Wales.

Beyond the cotton manufacture in all its various branches, Manchester now extensively produces arms and hardware, for which the adjacent coal-fields afford the most ample facilities. Manchester has above 200 mills, employing more than 50,000 hands. The imports of cotton wool in 1860 were nearly 1,400,000,000 lbs.; in 1864 it had decreased to 893,300,000 lbs., on account of the American war; but during the past year the supply has again risen to more than a thousand million pounds.

Members of Parliament:—Hugh Birley, Esq. (C.), London residence, 83, Cannon Street, E.C.; Thomas Bazley, Esq. (L.), London residence, 3A, King Street, St. James's Square, S.W.; Jacob Bright, Esq. (L.), London residence, 6, Norfolk Street, Park Lane, W.

Rail from London (Euston Square station), 6.15, 7.30, 7.40, 9, 10, 11, and 12 A.M.; 2.45, 5, and 9.15 P.M. Fare, 32*s.* 6*d.* 1st cl.

Hotel:—Queen's.

T. M. from London, 1*s.* 6*d.*

MANGALORE, a sea-port of India, Bombay presidency, 188 m. W. Bangalore, 130 m. N.W. Seringapatam, 130 m. W. Madras, 440 m. S.E. Bombay; lat. 12° 52′ N., lon. 74° 54′ E. Pop. 20,000. Mangalore, though a bad haven, has abundance of the best materials for ship-building in its teak forests. A few miles to the N. of Mangalore is an extensive deposit of porcelain clay, very closely resembling that of Limoges in France. The town is large, but the houses are generally mean, and there are no public buildings worth notice.

Through fare from Southampton, *viâ* Bombay (for steamer, *see* Table) and British India Steam Navigation Co.'s steamer, 93*l.*

T. M. from London, 57*s.*

MANILLA, a sea-port of the Philippine islands, belonging to Spain, on the E. side of the bay of Manilla, island of Luzon, and on the river Passig; lat. 14° 36′ N., lon. 121° E. Pop. 110,000. The bay and city have a very picturesque and imposing aspect, being surrounded by mountains, which gradually decline towards the shore. There is a handsome stone bridge across the river, connecting the suburbs. It is the only port with which foreign vessels are allowed to trade. The principal exports are sugar, hemp, rice, indigo, sapan and other woods, tobacco, cigars,

coffee, cotton, tortoise-shell, hides, and ebony. Most of the trade is in the hands of the United States.

Consul:—George T. Ricketts, Esq. Vice-Consul:—Walter Spencer, Esq.

For route, *see* HONG KONG; thence by steamer or sailing vessel.

MANTA, a small port in Ecuador, lying between Esmeraldas and Ballenita; lat. 0° 54′ S., lon. 80° 34′ W.

For steamers, *see* Table.

MANTUA, a town and fortress of Italy, on both sides of the Mincio, 21 m. S.S.W. Verona, on the railway from Verona to Reggio; lat. 45° 8′ N., lon. 10° 50′ E. Pop. 28,000. Its situation is peculiar, being in fact nearly surrounded by lakes, partly natural and partly formed by damming up the waters of the river. The fortifications are very strong; the manufactures are silk, woollen, and linen fabrics, leather, parchment, paper, cordage, and carriages.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Dijon, Mont Cenis, Turin, Milan, Brescia, and Verona.

Hotel:—Croce Verde.

T. M. from London, 7*s.* 6*d.*

MANZANILLA, an island and port of S. America, in the bay of Limon, isthmus of Panama; lat. 11° 30′ N., lon. 69° 27′ W.

For steamers, *see* Table.

MARACAYBO, a fortified port of S. America, Venezuela, on the W. shore of the strait connecting Lake Maracaybo with the Caribbean Sea; lat. 10° 38′ N., lon. 71° 42′ W. Pop. 20,000. It has many handsome buildings, a good harbour, and an active trade is carried on with the interior.

Consul:—E. T. Harrison, Esq.

For steamer, *see* STA. MARTHA; thence by local conveyance.

MARANHAM, MARANHAO, or **SAN LUIZ**, a port on W. side of island of same name, N. Brazil. This island is situated at the mouth of the river of same name, between the bays of San José and San Marcos; lat. of city, 2° 31′ 7″ S., lon. 44° 18′ W. Pop. 30,000. It is the residence of a governor, and has a lyceum and schools of navigation and commerce. The harbour is defended by two forts, and is easily accessible to small vessels. Chief exports: cotton, rice, and sarsaparilla.

Consul:—William B. Wilson, Esq.

The United States Mail Steamship Company's steamers from Philadelphia, *viâ* St. Thomas, call at this port.

The Red Cross line steamers (R. Singlehurst & Co., Liver-

pool) leave Liverpool, 12th; and the steamers of Alfred Booth & Co. (1, India Buildings, Liverpool), on 27th of every month (or on 28th when 27th falls on a Monday), for Lisbon and Maranham, *en route* to Ceara. Fare, 25*l.* 1st cl.

MARGATE, a sea-port town and watering-place, co. Kent, 15 m. N.E. by E. Canterbury, and 78¾ m. S.E. London by London, Chatham, and Dover railway. Pop. 11,000; and at the height of the season, 45,000. The town is situated on the N. coast of Kent, about 3 m. W. of the North Foreland and opposite the Margate sands, which extend 4 m. in length and 2 m. in breadth, and are dry at low water. The pier, which was constructed in 1815, is 900 ft. long, with a lighthouse at the end.

Rail from London (Victoria station), 7 and 10.30 A.M.; 12.45, 2.5, 3.5, 4.20, 5.15, and 6.25 P.M. Fare, 15*s.* 1st cl.

Hotel:—The Cliftonville.

MARLBOROUGH, a town and borough of England, co. Wilts, 75 m. from London by Gt. Western railway. Pop. of parliamentary borough, 5000.

Member of Parliament:—Right Hon. Lord Ernest A. C. B. Bruce (L.), London residence, 6, St. George's Place, Hyde Park Corner, S.W.

Rail from London (Paddington station), 7 and 10.10 A.M.; 3.30, 5.10, and 6.20 P.M. Fare, 15*s.* 8*d.* 1st cl.

Hotel:—The Ailesbury Arms.

MARSALA, a city and sea-port of Italy, island of Sicily; lat. 37° 47′ N., lon. 12° 28′ E. Pop. 30,000. Under its old name of Lilybæum it was famous for its port; it is indebted for its importance in modern times to its wine trade. The wine is dry, the best qualities resembling the lighter sorts of Madeira.

Consul:—Benjamin Ingham, Esq.

For route, *see* PALERMO; thence by local communication.

Hotel:—Leone.

T. M. from London, 7*s.* 6*d.*

MARSEILLES, a sea-port of France, on the E. side of the Gulf of Lyons, 30 m. W.N.W. Toulon, 170 m. S.S.E. Lyons, and 420 m. S.E. Paris, at the terminus of the Paris-Mediterranean railway; lat. 43° 18′ N., lon. 5° 23′ E. Pop. 265,000. Few of the public edifices merit particular notice. There is a cathedral and 25 other Roman Catholic churches, several chapels, 2 Greek churches, Protestant church, and synagogue; prefecture, town-hall, Hôtel Dieu, L'hôpital de la Charité, an asylum for aged persons, public library of 50,000 vols., with cabinets of natural history, medals and antiquities, and a gallery of paintings, &c.

The chief exports are silk-stuffs, wines, brandies, woollens and

linens, madder, oil, soap, refined sugar, gloves, and all colonial produce. The imports are sugar, coffee, dye-stuffs, corn, cotton, coal, linen, thread, and various manufactured goods, hides, wool, tallow, and timber. There are several important manufacturing establishments, *viz.* soap-works, refineries for sugar, sulphur, wax, and borax, with breweries, oil-works, glass-works, and brick and tile works. Another branch of industry is the salting and curing of meat, and there are a great variety of trades connected with the building and fitting out of ships and steamers.

Import of wheat, 8,349,000 hectolitres; sugar, 42,465 tons; oil-seeds, 140,320 tons; coffee, 19,000 tons; cotton, 111,678 bales; silk, 30,730 bales; petroleum, 149,205 barrels; wool, 128,000 bales. Export of wines and spirits, 22,886 tuns; flour, 40,000 tons; refined sugar, 45,207 tons; oil-cake, 35,500 tons. 3910 ships, of 849,464 tons burden, entered, and 3726 ships, of 848,443 tons burden, cleared the port during the year 1868.

Consul:—Edward W. Mark, Esq.

Marseilles is the port of departure of the steamers of the following OCEAN STEAM LINES; for fares, &c., *see* Table:—

Steamers of the *Peninsular and Oriental* Steam Navigation Co. (agents, R. Gower & Co.) leave Marseilles:—Sundays, 7 A.M., for Alexandria, Aden, and Bombay; alternate Sundays, for Point de Galle, Madras, Calcutta, Penang, Singapore, Hong Kong, Shanghai, and Yokohama; every fourth Sunday, for King George's Sound, Melbourne, and Sydney.

Those of the *Messageries Impériales* leave Marseilles every fourth Saturday, 4 P.M., for Alexandria, Aden (branch line, Mahé, Reunion, Mauritius), Point de Galle, Pondicherry, Madras, Calcutta, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.

Steamers of the *Messageries Impériales* leave Marseilles for:—Alexandria, 8th, 9th, 18th, 19th, 28th, and 29th (457 fr.); Alexandretta, 8th, 18th, 28th, 4.30 P.M. (564 fr.); Algiers, Tuesdays and Saturdays, 3 P.M. (95 fr.); Beyrout, 8th, 18th, and 28th, 4.30 P.M. (632 fr.); Bona, Fridays, 5 P.M. (100 fr.); Civita Vecchia, Wednesdays, 8 P.M. (110 fr.); Constantinople, Saturdays, 5 P.M. (401 fr.); Dardanelles, Saturdays, 5 P.M. (366 fr.); Jaffa, 8th, 18th, and 28th, 4.30 P.M. (674 fr.); Latakia, 8th, 18th, and 28th, 4.30 P.M. (591 fr.); Lacalle, Fridays, 5 P.M.; Mersina, 8th, 18th, and 28th, 4.30 P.M. (539 fr.); Messina, Saturdays, and 9th, 19th, and 29th, 5 P.M., 8th, 18th, and 28th, 4.30 P.M. (539 fr.); Oran, Wednesdays, 5 P.M. (143 fr.); Piræus, Saturdays, 5 P.M. (298 fr.); Palermo, 8th, 18th, and 28th, 4.30 P.M. (141 fr.); Port Said, 8th, 18th, and 28th, 4.30 P.M. (502 fr.); Rhodes, 8th, 18th, and 28th, 4.30 P.M. (446 fr.); Smyrna, *id.* (359 fr.); Syra, 8th, 18th, and 28th,

4 P.M. (313 fr.); Stora, Fridays, 5 P.M. (89 fr.); Tripolis, 8th, 18th, and 28th, 4.30 P.M. (615 fr.); Tunis, Fridays, 5 P.M. (148 fr.); Valencia, Wednesdays, 5 P.M. (104 fr.).—All 1st cl.

Steamers of *Marc Fraissinet*, père et fils, 6, Place Royale, Marseilles, leave Marseilles:—1st, 11th, and 21st, 8 A.M., for Messina (140 fr.); Piræus (200 fr.); Volo (250 fr.); Salonica (300 fr.); Rodosto (ret. only—300 fr.); Constantinople (300 fr.)—on Wednesdays, 9 A.M. to Malta (185 fr.); Alexandria (300 fr.); Port Said (350 fr.), in connection with steamers of Bombay and Bengal Steamship Co., leaving Suez for these ports bi-monthly. Wednesdays and Sundays, 8 A.M., for:—Genoa (58 fr.); Leghorn (70 fr.); Civita Vecchia (100 fr.); Naples (120 fr.). Mondays and Thursdays, 8 P.M., to:—Nice (18 fr.); Savona (58 fr.); Cannes (15 fr.); Calvi (30 fr.). Fridays, 9 A.M., to Bastia (30 fr.); Sundays, 9 A.M., to Ajaccio (30 fr.); and alternate Fridays to Bonifacio (30 fr.); daily, to Cette (12 fr.), and Saturdays, to Agde (12 fr.).

Also, steamers leave Marseilles for:—Bastia and Leghorn, Sundays, 9 A.M. (Valery, père et fils, 7, Rue Suffren, Calvi); Tuesdays, 9 A.M. (Messrs. Valery & Co.); Genoa, Wednesdays, 10 A.M. (Peirano, Danovaro, & Co.); London (calling at Gibraltar and Lisbon), thrice monthly (Ryde & Co., 1, Rue Impériale, Marseilles); Mostaganem and Oran, touching at Cette (Compagnie de Navigation Mixte, 54, Rue Cannebière), Fridays; Oran, Wednesdays (Compagnie de Navigation Mixte); Stora and Tunis, Fridays (Compagnie de Navigation Mixte).

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Lyons, and the Mediterranean railway.

Hotel:—Grand Hôtel de Marseille.

T. M. from London, 3*s.* 4*d.*

MARTINIQUE, one of the Windward Isles in the W. Indies, belonging to France; lat. 14° 23′ N., lon. 60° 46′ W. Pop. 136,000. The surface of the island gradually rises on proceeding inland, and mountain ranges occupy the centre of the island. On the S. side is the Bay of Maine, and on the W. that of Fort Royal, which is one of the best harbours in the Antilles; in the N.W. is the roadstead of St. Pierre, where ships ride safely except during the W. winds. The imports consist chiefly of salted meat, butter and fish, corn-flour, pulse, oils, timber, cotton, linen, and other manufactured goods; wines, soap, candles, hardware, jewellery, and apparel, chiefly from France and the French colonies.

Consul:—William Lawless, Esq.

For steamers, *see* Table.

MARYBOROUGH, a town of Ireland, co. Queen's, 53¾ m. S.W. Dublin. About 3 m. from the town is the Dun Mall, or Dunnamaze, a curious mass of rock, supposed to be the vestiges of an ancient and stupendous fortification.

Members of Parliament:—Co. QUEEN'S; Right Hon. J. W. Fitzpatrick (L.), London residence, 38, Portman Square, w.; K. T. Digby, Esq. (L.), London residence, Grosvenor Hotel, s.w.

Mail route from London (Euston Square station), *viâ* Holyhead and Kingstown.

Hotel:—M'Evoy's.

T. M. from London, 4*s.*

MASSOWAH, the principal sea-port of Abyssinia on the Red Sea, on an island separated from the continent by the deep but narrow channel of Adowa, 250 m. N.E. Gondar; lat. 15° 30′ N., lon. 39° 24′ E. Pop. 12,000. The harbour can accommodate about 50 vessels, and is safe, deep, and easily accessible. The trade with the ports of Arabia is of considerable importance.

Steamers from Suez, of the Assaziah Co., touch at this port.

MASULIPATAM, a fortress and town of British India, presid. Madras, on the Coromandel coast, 230 m. N.N.E. Madras; lat. 16° 15′ N., lon. 81° 14′ E. Pop. 25,000. The fort is of an oblong figure in the midst of a salt morass, and close to a canal communicating with the Krishna. Its port receives vessels of 300 tons. The chief exports are piece-goods and tobacco, but its trade does not extend beyond Calcutta.

Through fare from Southampton, *viâ* Madras (for steamers, *see* Table) and British India Steam Navigation Co.'s steamer, 96*l.*

T. M. from London, 57*s.*

MATAMORAS, a river-port of Mexico, on the r. b. of the Rio Grande, 40 m. from the Gulf of Mexico; lat. 25° 59′ N., lon. 97° 28′ W. Pop. 15,000. It is one of the most important ports of Mexico. Exports: specie, hides, wool, and horses. Imports: manufactured goods from Gt. Britain and the U. States.

Consul:—Charles Bagnall, Esq.

For route, *see* NEW ORLEANS; thence by local steamer.

MATLOCK BATH, a watering place in England, co. Derby, and 16 m. from Derby. Pop. 5000.

Rail to Derby (St. Pancras station), 127 m., 7.24, 8.39, 9.38, and 11.27 A.M.; 2.45, 3.20, 4.25, 5.7, and 8.21 P.M. Fare, 23*s.* 6*d.* 1st cl.; thence by local line.

Hotel:—The New Bath.

T. M. from London, 1*s.* 6*d.*

MAURITIUS, *see* **PORT LOUIS.**

MAYENCE, a fortified city of Prussia, on the Rhine, opposite the influx of the Maine, here crossed by a bridge of boats connecting the city with its fortified suburb 'Castel,' which is traversed by the railway from Frankfort to Wiesbaden; lat. 49° 59′ N., lon. 8° 16′ E. Pop. 43,000. It is the strongest fortress in Germany, and has a citadel, six forts, and a fortified island in the river. The chief public buildings are the cathedral, electoral palace (now the custom-house), the judicial court, and arsenal. There is a college, and public library of 110,000 vols., museums of natural history, coins, &c. Considerable trade is carried on in corn, wine, timber, &c.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Cologne, Coblentz, and Bingen. Fare, 87*s.* 7*d.*

Hôtel de l'Angleterre.

T. M. from London, 6*s.*

MAYO. For co. members, *see* **CASTLEBAR.**

MEATH. For co. members, *see* **TRIM.**

MELBOURNE, the cap. of the British colony of Victoria, S.E. Australia, on the Yarra-Yarra, 8 m. from its mouth, at the head of Port Phillip; lat. 37° 48′ 6″ S., lon. 144° 57′ 7″ E. Pop. 150,000. The river has a bar at its mouth, and a second halfway to the town. This obliges large ships to anchor at Hobson's Bay, near the mouth of the harbour. The commerce of Melbourne has increased marvellously since the discoveries of gold in 1851. The town is lighted with gas, and is supplied with water from the head of Plenty River, a distance of 18 m. The streets are wide and regular. The banks of the river, which is spanned by a fine stone bridge, are crowded with villas.

Melbourne has a university and numerous public and scientific institutions. It has steam, railway, and telegraphic communication with the chief towns. Trains run to Geelong and Ballarat five times a-day. A submarine cable connects it with Tasmania.

Shortest sea-voyage from Liverpool, *viâ* Cape Horn, 12,820 m.; average sailing voyage, 85 days; shortest steam voyage, 60 days; to Calcutta, 5230 m., sailing voyage, 45 days.

For steamers, *see* Table.

Letters from England to Victoria, South Australia, and Western Australia, *viâ* Southampton and Suez, under ½ oz., 6*d.*; 1 oz., 1*s.*; registr. fee, 4*d.*; newspapers, 1*d.* *Viâ* Marseilles and Suez, under ½ oz., 10*d.*; 1 oz., 1*s.* 8*d.*; registr. fee, 4*d.*; newspapers, 3*d.* Letters may now be posted from England to Australia *viâ* the Brindisi route, ½ oz., 1*s.* 1*d.*; newspapers, 3*d.*—must be pre-paid, and marked *Viâ* BRINDISI.

Money, &c.:—The currency is the same as in England, besides

bank-notes for 1*l.* and upwards. Post Office Orders may be sent to and from Australia at a commission of 1*s.* for sums not exceeding 2*l.*; 2*s.* not exceeding 5*l.*; and 4*s.* not exceeding 10*l.*

MELTON MOWBRAY, a town of England, co. Leicester, and 16 m. E.N.E. Leicester, on the Eye, near its junction with the Wreak, and 112½ m. from London by Midland railway. Pop. 5000. The town has a Gothic church, and stabling for 800 horses, belonging to members of the subscription fox-hunt. Pork pies are extensively made for the London market.

Rail from London (St. Pancras station), 6.15, 7.45, 10, and 11.45 A.M.; 3 and 5.35 P.M. Fare, 19*s.* 1st cl.

Hotel:—The George.

MEMEL, a fortified sea-port town of Prussia, and one of the principal shipping ports of the Baltic; lat. 55° 50′ N., lon. 22° 30′ E. Pop. 20,000. The city consists of the portions called the Old Town, the New Town, and Frederick's Town, and has several suburbs. Timber, particularly oak-plank and fir of the very finest quality, is the great article of export; but corn, staves, flax and hemp, linseed, hides, bones, bristles, and wool are largely exported. Considerable quantities of corn are sent hence to Great Britain. The imports are cotton-stuffs, yarns, cutlery, and considerable quantities of coal.

Consul:—William Ward, Esq.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Cologne, Berlin, Bromberg, Königsberg, and Tilsit. Thence by road.

T. M. from London, 6*s.*

MERIONETH. For co. members, *see* **DOLGELLY.**

MERSINA, a port of Asiatic Turkey, on the Mediterranean; lat. 36° 47′ N., lon 34° 28′ E. Pop. 2000.

The steamers of the Messageries Impériales leave Marseilles for Mersina, 8th, 18th, and 28th, at 4.30 P.M.; returning 4th, 14th, and 24th, at 4 P.M. Fare, 539 fr. 1st cl.

For route, *see* MARSEILLES; thence by steamer, as above.

T. M. from London, 15*s.* 6*d.*

MERTHYR-TYDFIL, a town of Wales, co. Glamorgan, on the Taff, 19 m. N. by W. Cardiff, 203½ m. W. by N. London, on the Gt. Western railway. Pop. 85,000. The town is indebted for its prosperity to its rich mines of coal, iron-ore, and limestone. The iron-works are on a vast scale, some of them having actually raised populous townships. In all, about 250,000 tons of iron are yearly produced in the immediate vicinity of the town.

Members of Parliament:—Henry Richard, Esq. (L.), London residence, 270, Kennington Park Road, S.E.; Richard Fothergill, Esq. (L.), London residence, 1, Hyde Park Gardens, W.

Rail from London (Paddington station), 6 and 10 A.M. Fare, 33*s.* 8*d.* 1st cl.

Hotel:—

T. M. from London, 1*s.* 6*d.*

MESSINA, a sea-port of Sicily, on the Strait of Messina, 8 m. N.W. Reggio; lat. 38° 11′ 10″ N., lon. 15° 34′ 7″ E. Pop. 60,000. It has wide streets, paved with lava. Principal edifices: a cathedral, convents, viceroy's palace, hospital, theatres, town-hall, exchange, custom-house, bank, college, &c., with a lazaretto on E. side of harbour. The port is defended by a citadel and six forts. It has deep water throughout, so that the largest vessels can load and unload at the quays.

The steamers of the Messageries Impériales leave Marseilles for Messina, Saturdays, 5 P.M. Also on the 8th, 9th, 18th, 19th, 28th, and 29th, at 5 P.M., returning Sundays at 8 P.M.; 2nd and 3rd, 12th, 13th, 22nd, and 23rd, at 4 P.M.

The Mediterranean steamers of Messrs. Burns and McIver (1, Rumford Street, Liverpool) leave Liverpool for Messina once a-month. Fare, 14*l.* 14*s.*

The steamers of Messrs. Bibby, Sons, & Co., Liverpool, leave Liverpool for Messina, 4th and 14th. Fare, 16*l.* 16*s.* 1st cl.

The steamers of Marc Fraissinet, père et fils, leave Marseilles for Messina, 1st, 12th, and 21st.

METZ, a strongly-fortified city of France, dép. Moselle, at the junction of the Moselle and Seille, 80 m. W.N.W. Strasbourg, and 180 m. E.N.E. Paris, on the railway from Luxembourg to Strasbourg; lat. 49° 6′ N., lon. 6° 12′ E. Pop. 57,000. It is a fine old city, but the streets are narrow and the houses lofty; the quays are broad and the bridges magnificent. The most conspicuous public building is the cathedral. The Moselle and Seille in and near the town are crossed by 20 bridges. The chief manufactures are woollen goods of various kinds, hosiery, cotton goods, table-linen, printed paper, musical instruments, starch, and gunpowder.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Lille, Mons, Namur, and Luxembourg.

Hôtel de l'Europe.

T. M. from London, 3*s.* 4*d.*

MEXICO, the cap. of the republic of same name, 7426 ft. above the sea; lat. 19° 25′ N., lon. 101° 25′ W. Pop. 206,000. The city stands nearly in the centre of an elevated plain, sur-

rounded by mountains. The architecture is of a pure style, and many of the buildings are of noble construction. The streets are wide, well paved and flagged, but badly lighted. Nearly all the houses are hollow squares, with open courts, surrounded by colonnades and ornamented with plants. There are few manufactures; gold and silver lace trimmings and epaulets are made in great perfection. Beaver and felt hats and cotton cloaks are made on a large scale, for the supply of all parts of the State.

The railway, which is now constructing by the Mexican Railway Company (Limited), office, 18, New Broad Street, London, is completed from the capital as far as Apixaco. From thence the communication to Paso del Macho is by road, thence to Vera Cruz by rail. A branch line, from Apixaco to Puebla (30 m.), has just been completed.

For steamers from Europe, *see* VERA CRUZ.

Money:—The sovereign = 5 dollars; the doubloon = 63*s.* 6*d.*; the dollar = 4*s.* 2*d.* There are, besides, ½ and ¼ dollars. The quartillo (copper) = 1½d.

Weights and measures, same as in Spain.

MEJILLIONES, a guano island to the S.E. of Cobija, on the W. coast of S. America; lat. 19° 54′ S., lon. 70° 20′ W. The possession of this isle has long been a point of contention between the governments of Bolivia and Peru, on account of the value of the guano contained on it.

For steamers, *see* Table.

MIDDLESBOROUGH, a river-port of England, N. Riding, co. York, on the Tees, near its mouth, 3½ m. E.N.E. Stockton, with which it is connected by rail; lat. 54° 35′ N., lon. 1° 14′ W. Pop. 21,000. The port has extensive iron manufactories, potteries, blast-furnaces, a commodious dock, and a handsome exchange. 4177 vessels, of 557,277 tons burden, entered and cleared the port during the year 1868.

Member of Parliament:—Henry W. F. Bolckow, Esq. (L.), London residence, 32, Prince's Gate, W.

Rail from London (King's Cross station), 7.40, 9, 10, and 12 A.M.; 9.15 P.M. Fare, 48*s.* 11*d.* 1st cl.

Hotels:—The Talbot.—The Royal.

T. M. from London, 2*s.*

MIDDLESEX. For co. members, *see* **BRENTFORD.**

MIDHURST, a town and parliamentary borough of England, co. Sussex, 11 m. N.N.E. Chichester, and 61 m. from London by Brighton railway. Pop. of parliamentary borough, 7000. The town stands on the navigable river Rother, a tributary of the Arun, and sends one member to the House of Commons.

Member of Parliament:—W. Townley Mitford, Esq. (C.), London residence, 12, Cavendish Square, W.

Rail from London (Victoria station), 5.55, 7.40, and 12 A.M.; 2, 4.55, and 5.50 P.M. Fare, 10*s.* 10*d.* 1st cl.

Hotel:—The Angel.

MILAN, the principal city of N. Italy; lat. 45° 40′ N., lon. 9° 10′ E. Pop. 187,000. It is situated in a fertile and highly-cultivated plain, 79 m. E.N.E. Turin, on the railway from Turin to Venice. The city proper is surrounded by a canal 5 m. in circ. It is irregularly laid out, and most of its streets are narrow and winding; but it has some noble thoroughfares. The principal public edifice is the cathedral, an imposing Gothic structure, built wholly of white marble. There are also several other fine churches, a royal palace, an archiepiscopal palace, city-hall or mansion-house, the mint, custom-house, and treasury. The city abounds in charitable institutions, including several large hospitals; four asylums for poor children, two workhouses, and a government loan-bank. One of the principal attractions of Milan is the *Teatro della Scala*. There are eight other theatres; also an amphitheatre capable of containing 30,000 spectators. The city is entered by ten gates, of which the Porta Orientale is the most remarkable. Milan is rich in objects of art and science. It is the seat of the court of appeal and high criminal court of Lombardy, and has two lyceums, six gymnasiums, and a tribunal of commerce. This city is the centre of the silk trade of Lombardy.

Consul:—D. E. Colnaghi, Esq.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Dijon, Mont Cenis, and Turin.

Hotel:—Grande Bretagne.

T. M. from London, 7*s.* 6*d.*

MILFORD, a sea-port of England, co. Pembroke, 6 m. N.W. Pembroke, and 285 m. from London by the Gt. Western and S.-Western railways. The town is situated between two creeks, on the right-hand side of Milford Haven, and 6 m. from its mouth. It is entirely of recent origin, and was designed according to a regular plan, the streets running from E. to W., facing the harbour. The shores abound with limestone, which is quarried. 2328 vessels, of 338,006 tons burden, entered and cleared the port during the year 1868. Milford Haven has docks and quays, and three lighthouses with fixed lights.

Rail from London (Paddington station), 6 and 9.15 A.M.; 4.50 8.10, and 9 P.M. Fare, 48*s.* 6*d.* 1st cl.

Hotel:—Lord Nelson.

T. M. from London, 2*s.*

MINORCA, *see* **PORT MAHON.**

MITYLENE, or **METELIN**, an island of Turkey in Asia, Grecian Archipelago; greatest length, 45 m.; greatest breadth, about 30 m.; lat. 39° 7′ N., lon. 26° 30′ W. Pop. 30,000. Chief town, CASTRO, which occupies the site of the ancient Mitylene.

Consul:—Charles Biliotti, Esq.

The steamers of the Messageries Impériales leave Constantinople for Mitylene every Thursday at 4 P.M.; also 3rd, 13th, and 23rd, at same hour; returning Mondays, at 11.30 P.M., and 8th, 18th, and 28th, at 9 P.M.

MOBILE, the only sea-port of Alabama, U. States, on the W. bank of the Mobile, immediately above its mouth in Mobile Bay and on the Mobile and Ohio railway; lat. 30° 41′ 26″ N., lon. 88° 1′ 20″ W. Pop. 35,000. The city stands on a sandy plain. Principal buildings: academy, market-house, custom-house, and twenty-three churches, the Roman Catholic cathedral being an imposing structure. The great staple of the place is cotton; lumber, rosin, turpentine, oil, &c., are likewise exported. The imports are insignificant. The greatest hindrance to the trade of Mobile is the shallowness of its harbour. Vessels drawing more than 10 feet must anchor in the bay, about 25 m. from the town, and receive their cargoes by means of steamboats.

Steamers leave daily for New Orleans, and *vice versâ*, by way of lakes Borgne and Pontchartrain.

Hotel:—Battle House.

T. M. from London, 37*s.* 6*d.*

MOCHA, the principal port in the Red Sea frequented by Europeans in that part of Arabia called Yemen; lat. 13° 19′ N., lon. 43° 12′ E. Pop. 7000. It is encircled with walls and badly fortified, and is situated on the margin of a sandy plain. The great article of export is coffee, of which annually 10,000 tons are exported; the other articles are dates, myrrh, gum arabic, olibanum, senna, &c. The imports are rice, piece goods, iron, and hardware.

There is occasional steam communication with Aden, and by buggalow (native craft) with Suez.

MODENA, a city of Italy, in a fine plain between the Panaro and the Secchia, 24 m. W.N.W. Bologna, on the railway from Parma to Bologna; lat. 44° 30′ N., lon. 10° 40′ E. Pop. 59,000. It has a citadel. The old ducal palace is the finest building, within which is a valuable collection of 60,000 vols. The cathedral is a Gothic edifice of considerable antiquity. The churches are numerous, but few deserve notice. There are several hospitals and asylums, a theatre, some public baths, and various good scientific collections.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Dijon, Mont Cenis, Milan, and Parma.

Hotel :—San Marco.

T. M. from London, 7*s.* 6*d.*

MOGADORE, a sea-port town and principal emporium of Morocco, on the Atlantic, 105 m. W. Morocco; lat. 31° 50′ N., lon. 90° 20′ W. Pop. 10,000. The exports consist of sweet and bitter almonds, gum arabic, beeswax, cow and calf skins, ivory, ostrich feathers, gold-dust, olive oil, and dates. The imports are English woollen and cotton stuffs, hardware, German linens, tin, copper, earthenware, mirrors, glass, sugar, and pepper.

There is steam communication several times monthly from Marseilles to Mogadore and intermediate ports by the boats of the Morocco Steam Navigation Company.

Consul :—F. M. Carstensen, Esq.

MONAGHAN, a town of Ireland, co. Monaghan, 68 m. N.N.W. Dublin. It has a Roman Catholic college and cathedral, and a large trade in linen, pigs, and cheese.

Members of Parliament :—Co. MONAGHAN; Col. C. P. Leslie (C.), London residence, 31, Hill Street, Berkeley Square, w.; S. E. Shirley, Esq. (C.), London residence, National Club, s.w.

Route from London (Euston Square station), *viâ* Holyhead and Kingstown.

T. M. from London, 4*s.*

MONASTIR, a town of Turkey, near the Albanian frontier, 30 m S.E. Ochrida, and a principal entrepôt for goods passing between E. and W. Turkey; lat. 40° 40′ N., lon. 21° 30′ E. Pop. 30,000. It has large and well-filled bazaars, and a considerable trade.

Consul :—Charles John Calvert, Esq.

For route, *see* SALONIKA; thence by local conveyance.

T. M. from London, 9*s.*

MONMOUTH, a market-town of England, cap. of co. of same name, on the Wye, 25 m. N. by W. Bristol, 122 m. W. by N. London by road, and 192 m. by the Gt. Western and S.-Wales railway. Pop. 6000. The town is well built, well paved, and pleasantly situated. Independently of the conversion of pig-iron into bars, the chief trade consists of the export of timber to Bristol and Ireland.

Members of Parliament :—COUNTY; C. O. S. Morgan, Esq. (C.), London residence, 10, Charles Street, St. James's, s.w.; Col. P. G. H. Somerset, C.B. (C.), London residence, 26, Bruton Street, w. BOROUGH; Sir John W. Ramsden, Bart. (L.), London residence, 6, Upper Brook Street, w.

Rail from London (Paddington station), 6, and 10 A.M. Fare, 39*s.* 1st cl.

Hotel:—The Beaufort Arms.

T. M. from London, 1*s.* 6*d.*

MONROVIA, a town of W. Africa, and cap. of the Negro republic of Liberia, on the Guinea coast, on the l. b. of the Mesurado; lat. 6° 19′ N., lon. 10° 49′ W. Pop. 9000. It has a government-house, president's house, several churches, schools, &c.

For steamers, *see* Table.

MONS, a town of Belgium. prov. Hainault, of which it is the cap., on the Trouille, by which it is separated into two parts, 32 m. S.W. Brussels and 20 m. E.N.E. Valenciennes, on the railway from Paris to Brussels; lat. 50° 26′ N., lon. 3° 58′ E. Pop. 28,000. It is one of the principal Belgian fortresses. Its manufactures are woollen and cotton stuffs, gloves, cutlery, hardware, &c.; but its chief source of wealth are its coal-mines.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, and Lille.

Hotel:—Royal.

T. M. from London, 2*s.* 6*d.*

MONTAUBAN, a town of France, dép. Tarn-et-Garonne, of which it is the cap., on an eminence on the the banks of the Tarn, here crossed by a brick bridge of seven arches; 122 m. E.S.E. Bordeaux, on the railway from Toulouse to Bordeaux; lat. 44° 2′ N., lon. 1° 23′ E. Pop. 27,000. The chief buildings are the cathedral, the church of St. James, the bishop's palace, the public library, the theatre, and several hotels. It has manufactures of serges, flannels, coarse cotton fabrics, and silk stockings, and is a large entrepôt for corn.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Orleans, Limoges, and Perigueux.

T. M. from London, 3*s.* 4*d.*

MONTEVIDEO, a fortified sea-port city of S. America, cap. of the republic of Uruguay, on a peninsula extending into the estuary of the Plata on its N. side, 125 m. E. by S. Buenos Ayres; lat. 34° 54′ S., lon. 56° 13′ E. Pop. 30,000. The town is well fortified, and has a citadel; but the streets are unpaved, and the supply of water is very bad. There are few public buildings; the only one of any importance is the cathedral. The port is the best on the Plata. It is a large circular basin open to the S.W. Generally the water is shallow, not exceeding 19 ft. There is considerable trade. The exports are principally animal

products. 50,000 lbs. weight of essence of meat are shipped monthly. The imports comprise British cottons, woollens, and hardware; flour, wines and spirits, linens, sugars, tobacco, boots and shoes, and coals. Ships drawing more than 15 ft. have to anchor a long distance from shore.

Consul-General:—William G. Lettsom, Esq. Vice-Consul:—Major J. St. J. Munro.

For steamers, *see* Table.

Letters to Uruguay, *viâ* Southampton, under ½ oz., 1*s.*; 1 oz., 2*s.*; registr. fee, 4*d.*; newspapers, 1*d.* By French packet, under ½ oz., 8*d.*; ½ oz., 1*s.* 4*d.*; registr. fee, none; newspapers, 2*d.*

Money, &c., as in Spain; the doubloon = 64*s.*, the dollar 4*s.* 2*d.*

Telegraphic communication is established to Buenos Ayres.

MONTGOMERY, a town and parliamentary borough of N. Wales, co. Montgomery, 213 m. from London by Gt. Western railway, *viâ* Shrewsbury. Pop. of parliamentary borough, 1500.

Members of Parliament:—COUNTY; C. W. W. Wynn, Esq. (C.), London residence, 2, Lower Berkeley Street, W. BOROUGH; Hon. C. R. D. H. Tracy (L.), London residence, Belgrave Mansions, S.W.

Rail from London (Paddington station) to Shrewsbury, 6, 8, and 10 A.M.; 12.30, 3.30, and 6.20 P.M.; thence by local line. Fare to Montgomery, 32*s.* 6*d.* 1st cl.

Hotel:—The Dragon.

T. M. from London, 1*s.* 6*d.*

MONTPELLIER, a city of France, dép. Hérault, of which it is the cap., on the Lez, 5 m. from the Mediterranean, and 77 m. W. by N. Marseilles, on the railway from Marseilles to Toulouse; lat. 43° 38′ N., lon. 3° 55′ E. Pop. 52,000. The town is beautifully situated on the declivities of a low hill, commanding views of the Alps, the Pyrenees, the Cevennes, and the sea. Its manufactures consist of woollen cloths, cotton, muslin, linens, silks, and hosiery, with cotton-thread factories, distilleries, sugar-refineries, breweries, and chemical works.

Route from London by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Orleans, Limoges, Perigueux, Toulouse, and Narbonne.

Hôtel de Londres.

T. M. from London, 3*s.* 4*d.*

MONTREAL, a town and river-port of British America, the chief seat of the commerce of Lower Canada, on the S. side of the island of Montreal, in the St. Lawrence, 142 m. S.W. Quebec; lat. 45° 30′ N., lon. 73° 30′ W. Pop. 100,000, of which

about two-thirds are of French descent. It is divided into the upper and lower town, but the former is the more handsome division. It has several suburbs stretching along the river, which is crossed by the Victoria bridge, 9194 ft. (nearly 2 m. long). Along the bank of the river is an extensive line of quays and warehouses. The most remarkable public building is the Roman Catholic cathedral. The general hospital is a large and well-built edifice. The harbour, though not large, is secure, and vessels drawing 15 ft. of water lie close to the shore. There are cast-iron foundries, distilleries, breweries, soap, candle, and tobacco manufactories; several ship-building and steam-engine establishments.

For steamers, *see* Table.

Route from New York, by Hudson River or Harlem railway to Troy; thence by rail to Whitehall, and steamer on Lake Champlain.

Hotel:—The St. Lawrence Hall.

T. M. from London, 30*s*.

MONTROSE, a sea-port of Scotland, co. Forfar, 34 m. S.W. Aberdeen, and 506½ m. from London by N.-Western railway, on a peninsula at the mouth of the South Esk, across which it communicates with its suburb by a suspension-bridge; lat. of lighthouse, 56° 42′ 5″ N., lon. 2° 28′ W. Pop. 17,000. Flax spinning is carried on extensively. The harbour at high water admits the largest vessels, and is lined with quays, wet and dry docks, with two lighthouses at its entrance. Exports: manufactured goods and agricultural produce. Imports: coal, lime, slate, and iron. 1124 vessels, of 127,677 tons burden, entered and cleared the port during the year 1868.

Member of Parliament:—Wm. Edward Baxter, Esq. (L.), London residence, 15, Queen's Gate Terrace, W.

Rail from London (Euston Square), 8.40 A.M. and 9 P.M. Fare, 80*s*. 1st cl.

Hotel:—

T. M. from London, 2*s*.

MORLAIX, a sea-port of France, dép. Finistère, 34 m. E.N.E. Brest; lat. 48° 38′ N., lon. 3° 47′ W. Pop. 15,000. It has a commodious harbour for vessels not exceeding 400 tons, and has a fortified castle and a large town-hall.

Consul:—Marin Boscher, Esq.

Steamers leave Morlaix for Havre, and *vice versâ* (calling at Brest), on the 5th, 10th, 15th, 20th, 25th, and 30th. Fare, 20 fr. 1st cl.

Route from London by rail (fixed mail services), from Charing

Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Le Mans, and Rennes.

T. M. from London, 3*s.* 4*d.*

MOROCCO, *see* **TANGIER.**

MORPETH, a town and parliamentary borough of England, co. Northumberland, on the Wansbeck, 15 m. N. Newcastle, and 291½ m. from London by Gt. Northern railway. Pop. of parliamentary borough, 14,000. The city is surrounded by hills, and has a town-hall and large market, breweries, tanneries, and iron-foundries.

Member of Parliament:—Rt. Hon. Sir George Grey, Bart., G.C.B. (L.), London residence, 30, Park Street, Grosvenor Square, W.

Rail from London (King's Cross station), *viâ* York and Newcastle (*which see*); thence by local line. Fare, 56*s.* 3*d.* 1st cl.

Hotel:—Queen's Head.

T. M. from London, 2*s.*

MOSCOW, a large city of European Russia, one of the capitals of the empire, on the navigable river Moskva, 400 m. S.E. of St. Petersburgh, on the junction of the railways from St. Petersburgh to Orel, and to Nijni-Novgorod; lat. 55° 40′ N., lon. 37° 28′ E. Pop. 387,000. The city is of circular form, and covers a large extent of ground. It is lighted with gas by an English company. The central part, on an eminence on the N. side of the river, is occupied by the Kremlin, containing the palace of the Czars, with cathedrals, monasteries, and squares, built at different epochs and in the most incongruous styles of architecture. The river is crossed by several bridges, some of stone, but the greater number of wood. The principal establishments are those for the manufacture of cotton, woollen, and silk fabrics. Hats are also extensively produced, and there are numerous tanneries, breweries, and distilleries. Moscow is connected by railway with the principal towns in the empire, and has water communication with St. Petersburgh and Riga, on the Baltic; Astrachan, on the Caspian; and Odessa, on the Black Sea.

Consul:—Frederick Roberts, Esq.

Route from London by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Cologne, Berlin, Frankfort-on-the-Oder, Bromberg, Thorn, Alexandrovo, Warsaw, Vilna, Dünaburg, and St. Petersburgh; thence by rail direct to Moscow.

Hotel:—Hamburgh.

T. M. from London, 10*s.*

MOSSEL BAY, a port of S. Africa, Cape Colony; lat. 34° 3′ S., lon. 22° 13′ N.

For steamers, *see* Table.

MOSTAGANEM, a port of Algeria, N. Africa, 42 m. E.N.E. Oran. Pop. 12,000. Lat. 35° 53′ N., lon. 0° 5′ E. Mostaganem has long been famous for its manufactures of common and morocco leather, jewellery, and articles in esparto. Though the harbour is one of the worst on the coast, the export of corn, wool, and hides is considerable.

Consul:—D. Boozo, Esq.

The steamers of the Messageries Impériales leave Algiers for Mostaganem, Saturdays, 10 P.M., returning Wednesdays, 10 P.M.

T. M. from London, 8*s*.

MOSUL, a city of Asiatic Turkey, chiefly interesting as being near the site of Nineveh, the celebrated cap. of the first Assyrian empire; it stands on the W. bank of the Tigris, 193 m. N.N.W. Bagdad; lat. 36° 21′ N., lon. 43° 11′ E. Pop. 35,000, of whom about 9000 are Christians, 1500 Jews, and the rest Arabs, Turks, and Kurds. It carries on some trade with Bagdad and Asia Minor.

Consul:—C. A. Rassam, Esq.

For route, *see* ALEXANDRETTA; thence by horse, *viâ* Antioch, Aleppo, Arfa, Diarbekir, and Mardin. *See also* NINEVEH.

T. M. from London, 15*s*. 6*d*.

MOULMEIN, a port of India, Tenasserim, 30 m. N. Amherst; lat. 16° 30′ N., lon. 97° 42′ E. Pop. 20,000. It is a military station; the cantonment is considerably raised, well drained, and healthy. Vast forests in the neighbourhood yield an inexhaustible supply of teak timber, which gives Moulmein great advantages as a ship-building port.

Through fare from Southampton, *viâ* Calcutta (for steamer, *see* Table) and British India Steam Navigation Company's steamer, 109*l*.

T. M. from London, 61*s*.

MULLINGAR, a town of Ireland, co. Westmeath, 50 m. W.N.W. Dublin. Pop. 10,000. The Royal Canal passes through the parish.

Members of Parliament:—Co. WESTMEATH; W. Pollard-Urquhart, Esq. (L.), London residence, 5, Bury Street, S.W.; Captain A. W. F. Greville (L.), London residence, 14, Beaufort Gardens, S.W.

Route from London (Euston Square station), *viâ* Holyhead and Kingstown.

Hotel:—

T. M. from London, 4*s*.

MUNICH, cap. of Bavaria, on the Iser, 220 m. W. Vienna, and 118 m. E.S.E. Stuttgard, on the railway from Augsburg to Salzburg and Vienna; lat. 48° 9′ N., lon. 11° 33′ E. Pop. 150,000. The city has new and splendid streets stretching in all directions, fine palaces, and public edifices, surrounded with extensive pleasure-grounds with fine walks and drives. The public buildings are the cathedral, church of the Theatiner, Jesuit's church, the church of St. Louis, All Saints' church, and various others; the royal palace, and university. The great glory of the town are its fine galleries of paintings and sculpture, called respectively the Pinacotheca and the Glyptotheca. The collection occupies seven splendid halls, and twenty-three cabinets. The drawings comprise about 9000. The paintings consist of the *chefs d'œuvre* from the royal and other collections. The University has twenty professors, 1300 students, and a library of 200,000 vols.

There are no manufactures of importance; but various establishments for bronze casting, iron-works, sugar-refineries, silk-throwing mills, and tobacco manufactories. Its telescopes are highly valued, and its porcelain is exported. The breweries are on a large scale.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Cologne, Frankfort, and Stuttgard.

Letters from England to Bavaria, *viâ* France, under ½ oz., 6*d.*; ½ oz., 1*s.*; ¾ oz., 1*s.* 6*d.*; 1 oz., 2*s.*; registr. fee, 6*d.* ½ oz.; newspapers, 2*d.* *Viâ* Belgium, under ½ oz., 6*d.*; 1 oz., 1*s.*; registr. fee, 4*d.*; newspapers, 2*d.*

Money:—In Bavaria, 1*l.* sterling = 12 florins; 1 florin = 60 kreutzers = 1*s.* 8*d.* Currency same as in Prussia.

Weights, &c.:—The short ell = $23\frac{3}{10}$ inches; the long ell = 24 inches; the schaff = 8 metzen = $5\frac{8}{10}$ bushels; the muid = 15 gallons; 100 pounds light = $104\frac{2}{10}$ pounds avoirdupois. 100 pounds heavy = $108\frac{3}{10}$ pounds avoirdupois; the mark of Augsburg = 3643 grains.

Hotel de Bavière.

T. M. from London, 6*s.*

MÜNSTER, a city of Prussia, cap. prov. Westphalia, on the Aa, a tributary of the Ems, and on the railway from Cologne to Emden; lat. 51° 51′ N., lon. 7° 32′ E. Pop. 28,000. The town is well built, and has a theological college, a gymnasium, a veterinary school, a botanical garden, and a public library. There are manufactures of woollen stuffs and starch, with tanneries and breweries, linen fabrics, hams, and other Westphalian produce. It is united by canals with the Ems, and also with the Vechte, flowing into the Zuyder Zee.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, and Cologne.

Hotel:—Kœnig von England.

T. M. from London, 6*s*.

MUSCAT, a city and sea-port on the E. side of Arabia; lat. 23° 38′ N., lon. 58° 37′ E. Pop. 30,000. The town is situated at the S. extremity of a small cove, and on either side hills lined with forts rise almost perpendicularly from the sea. Its mosques, minarets, and white-terraced houses give it an imposing aspect from a distance; but its interior, like most oriental cities, is dirty in the extreme. The country in its immediate vicinity is barren; but it improves as it recedes inwards. Dates and wheat are the principal articles of produce, the former being largely imported into India. The imports are chiefly rice, sugar, coffee from Mocha, cotton and cotton cloth, cocoa-nuts, wood for building, and dates from Bushire; the exports, drugs of various descriptions, ivory, gums, hides, ostrich feathers, horses, &c.

Consul:—Lt.-Col. H. F. Disbrowe.

For steamers, *see* BOMBAY; thence by British India Steam Navigation Co.'s steamer, *viâ* Kurrachee and Gwadur, 8th and 22nd.

T. M. from London, 26*s*. 6*d*.

MYSORE, a town of Hindostan, on a lofty hill, 9 m. S. by W. Seringapatam; lat. 12° 19′ N., lon. 76° 42′ E. Pop. 60,000. It is enclosed by an earthen wall, and consists of the town and the fort. The houses are good, and ranged in regular streets, whitened and intermingled with trees and temples. On a rising ground near is the British residency. The town is well supplied with provisions. The manufactures consist chiefly of carpets, which are said to be fair imitations of British and Persian; the trade, though there are many rich merchants in the town, is limited.

For route, *see* MADRAS; thence by Gt. Southern of India railway, *viâ* Vellore and Bangalore (terminal station). Thence by dâk, 80 m.

T. M. from London, 57*s*.

NAAS, a town of Ireland, co. Kildare, 15 m. S.W. Dublin. Pop. 6000. It is a very ancient place, and was once the residence of the kings of Leinster.

Members of Parliament:—Co. KILDARE; Rt. Hon. W. H. Cogan (L.), London residence, 1, Wilton Street, Grosvenor Place, S.W.; Rt. Hon. Lord O. A. Fitzgerald (L.), London residence, 8, Carlton House Terrace, S.W.

Route from London (Euston Square station), *viâ* Holyhead and Kingstown.

T. M. from London, 4*s*.

NAGPORE, a city in Hindostan, cap. territory of Nagpore, or Berar, 519 m. E.N.E. Bombay, *viâ* Gt. Indian Peninsula railway; lat. 21° 9′ N., lon. 79° 11′ E. Pop. 120,000. Its site is low and swampy, and the great number of trees intermixed with the huts and houses give it, at a distance, the appearance of a large wood. The rajah's palace has crowded round it a mass of mean huts. Close to the suburbs are the Seetabuldee Hills, where the British residency and cantonment are situated. Many of the inhabitants are wealthy bankers. There are extensive manufactures of cotton and woollen cloths, copper and brass utensils, &c.

For route *see* BOMBAY; thence by Gt. Indian Peninsula railway.

The branch line to Nagpore leaves the main line at Bhosawul junction, 275 m. from Bombay.

T. M. from London, 57*s*.

NAMUR, a strongly-fortified town of Belgium, on the Meuse and Sambre, at their junction, 33½ m. S.W. Liege; lat. 50° 28′ N., lon. 4° 52′ E. Pop. 26,000. The town is surrounded with good walls, and has strong outworks on both sides the Meuse and Sambre, and is defended by a citadel. Namur is beautifully situated, well built, and has clean and spacious streets. A bridge crosses each river. The cathedral is one of the finest in Belgium. The cutlery of Namur is much esteemed on the Continent. Tanning is the other great staple. The coal and iron mines and marble-quarries of its vicinity are the principal sources of employment and wealth of the inhabitants.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Lille, Mons, and Charleroi.

Hôtel Belle Vue.

T. M. from London, 2*s*. 6*d*.

NANCY, a town of France, dép. Meurthe, of which it is the capital, 30 m. S. Metz, 93 m. from Strasbourg, and 220 m. from Paris by rail; lat. 48° 40′ N., lon. 6° 12′ E. Pop. 50,000. Nancy

is one of the prettiest towns in France. and is divided into the old and new town. The latter is remarkable for the elegance and regularity of its streets, which mostly intersect each other at right angles. The 'Place Stanislas' is a square surrounded by fine edifices, all built on the same plan, comprising the town-hall, the bishop's palace, and theatre.

The manufactures consist of woollen cloth, hosiery, lace, muslins, cotton-yarn, liqueurs, and chemical products, with tanneries and saltpetre refineries.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Chalons-sur-Marne, Vitry, and St. Diziers.

Hôtel de l'Angleterre.

T. M. from London, 3*s.* 4*d.*

NANGASAKI, a large town and sea-port of Japan, on the S.W. side the island of Kiu-siu, 600 m. W.S.W. Yedo; lat. 32° 43′ N., lon. 130° 11′ E. Pop. 100,000.

The principal exports are tea, camphor, cotton, tobacco, and silk, amounting to more than 2,000,000 dollars annually; the imports consist of cotton and woollen manufactured goods, iron, fire-arms, ship-chandlery, &c., and amount to double the value of the exports. The opening of the new ports Hiogo and Osaka has affected the trade of the port.

100 vessels, of 60,365 tons burden, entered the port in 1868, and 99 vessels, of 60,000 tons burden, cleared the port during the same year.

Consul:—Marcus O. Flowers, Esq.

For steamers, *see* Table.

NANKIN, a celebrated city of China, near the S. bank of the Yang-tse-kiang, and about 110 m. from its mouth; lat. 32° 4′ N., lon. 118° 24′ E. Pop. 500,000.

Nankin has extensive manufactures of satin and crape, the quality of the former being unequalled in China. The cotton fabric called Nankeen receives its name from this city; there is a loom for weaving it in nearly every cottage.

Its communication with Pekin is effected by the Imperial Canal, which leaves the river about 40 m. below Nankin.

For steamers, *see* SHANGHAI; thence by Shanghai Co.'s steamer, on the Yang-tze-Kiang.

T. M. from London, 112*s.* 6*d.*, *viâ* Kiachta.

NANTES, a celebrated commercial city and port of France, dép. Loire Inférieure, on the Loire, about 40 m. from its mouth, 210 m. S.W. Paris, on the railway from Paris to St. Nazaire; lat. 47° 14′ N., lon. 1° 30′ W. Pop. 115,000. In the E. part of the

city, skirting the river, is the large castle of the ancient dukes of Brittany, surrounded by thick walls flanked with towers.

Ships of 200 tons reach the city quays without difficulty; vessels of larger burden load and unload at St. Nazaire, 40 m. lower down the river.

A great quantity of salt is made in the territory of Nantes, and an extensive manufacture of preserved provisions is carried on here, the principal being sardines. It is the great port of export for brandy and wine, as well as vinegar, silk, woollen and cotton goods, &c. The chief imports are sugar, coffee, and other colonial products; *cotton, indigo, timber,* and hemp.

Consul:—Captain R. C. Clipperton.

Steamers run from Nantes to St. Nazaire twice a-day, with which port it is also connected by rail.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Orleans, and Tours.

Hôtel de France.

T. M. from London, 3*s.* 4*d.*

NAPLES, a famous city and sea-port of Italy, 118 m. S.E. Rome, with which it is connected by railway; lat. 40° 52′ N., lon. 14° 15′ E. Pop. 500,000. Its site is one of the most beautiful that can well be imagined. The street pavement of Naples is magnificent, consisting of square blocks of lava. The royal palace near the quay is a vast building; its interior is splendidly fitted up. The 'Museo Borbonico,' originally intended for a university, is by far the most interesting building in Naples. Its collection of statues and pictures is only inferior to that of the Vatican, and it has a library of 150,000 vols.

The harbour of Naples is formed by a mole projecting from the centre of the city. The water in the bay is deep, and there is no bar, but it is exposed to S.W. winds.

Consul-General:—Edward Walter Bonham, Esq.

The Mediterranean steamers (Burns and McIver, 1, Rumford Street, Liverpool) leave Liverpool for Naples every third Wednesday, touching at Gibraltar, Geneva, and Leghorn. The Italian mail steamers leave Naples for Alexandria and Port Said on the 4th and 18th.

Steamers of the Italian Steam-packet Co. (Peirano, Danovaro, & Co.) run fortnightly between Genoa and Ancona, and *vice versâ*, touching at Naples *en route*. Steamers of Messrs. Marc Fraissinet, père et fils, leave Marseilles for Naples, Wednesdays and Sundays, 8 A.M.; fare, 120 fr.

Route from London, by rail (fixed mail services), from Charing

Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Dijon, Mont Cenis, Turin, Ancona, and Foggia.

Hôtel de l'Angleterre.

T. M. from London, 7*s.* 6*d.*

NATAL, or **PORT NATAL,** the principal harbour of a British colonial possession of like name, on the S.E. coast of Africa; lat. 29° 55′ S., lon. 30° 41′ E. Pop. 5000. PIETERMARITZBURG, the capital, lies 50 m. inland from Port Natal.

For steamers, *see* Table.

NEGAPATAM, a port of India, Madras presidency, on the W. coast of the Bay of Bengal, 133 m. N.E. Madura, 48 m. E. Tanjore, 168 m. S. Madras, on the Gt. Southern railway, and 214 m. S.E. Bangalore; lat. 10° 46′ N., lon. 79° 54′ E. Pop. 10,000. This place is situated on an open, level, and sandy expanse, having a gentle slope to the sea, above which the town is elevated about 3 or 4 ft. The houses occupied by the European residents are in an open, airy situation, to the westward of the town, facing the esplanade, which intervenes between them and the sea. There is considerable trade with Ceylon and the islands coastwards.

Through fare from Southampton, *viâ* Madras (for steamer, *see* Table) and British India Steam Navigation Co.'s steamer, 94*l.*

The junction of the railway which connects Madras on the E. with Beypore on the W. coast (406 m.), is at Erode, at which station passengers from Madras for Negapatam have to change carriages.

T. M. from London, 57*s.*

NEMOURS, a port of Algeria, N. Africa, 80 m. S.W. Oran, on the Mediterranean; lat. 35° 4′ N., lon. 1° 53′ W. Pop. 1200. Though its harbour is shallow and exposed, a large quantity of the produce of the neighbouring districts, consisting chiefly of corn and wool, is shipped at it.

The steamers of the Messageries Impériales leave Oran for Nemours, Saturdays, 8 P.M., returning Sundays, 6 P.M.

T. M. from London, 8*s.*

NEUFCHÂTEL, a town of Switzerland, on the N.W. shore of the lake of same name, 17 m. N.W. Freiburg and 45 m. E.S.E. Besançon, on the railway from Solothurn to Lausanne; lat. 49° 48′ N., lon. 1° 27′ E. Pop. 12,000. The town rises in the form of an amphitheatre, and is well built. It is the entrepôt of the manufactures of the canton, and carries on an extensive trade in agricultural and manufactured produce. It is famous for its cheeses and for its absinthe. The lake of Neufchâtel is 24 m. long and 4 m. broad.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Dijon, and Pontarlier.

Hotel:—Belle Vue.

T. M. from London, 5*s.* 10*d.*

NEWARK-UPON-TRENT, a town of England, co. Notts, 120 m. from London by Gt. Northern and 148 m. by the Midland railway, 16 m. N. Lincoln, and 18 m. from Nottingham. Pop. 15,000. The town is situated on the Devon, which communicates with the Trent both above and below it. The inhabitants are chiefly engaged in the corn and malt trade, which is very extensive. The church, built by Henry VI., is one of the finest in England.

Members of Parliament:—Grosvenor Hodgkinson, Esq. (L.), London residence, Reform Club, S.W.; Edward Denison, Esq. (L.), London residence, 16, Chesham Place, S.W.

Rail from London (King's Cross station), 7.40, 9, and 12 A.M.; 1.15 and 5 P.M. Fare, 21*s.* 1st cl.

Hotel:—Clinton Arms.

T. M. from London, 1*s.* 6*d.*

NEWCASTLE-UNDER-LYME, a town of England, co. and 15 m. N.N.W. Stafford, and about 4 m. N.E. of the Whitmore station of the London and N.-Western railway. Pop. 13,000. It has two churches, a handsome Roman Catholic chapel, guildhall, market-house, theatre, &c. Manufactures: tanning, brewing, and sugar-refining. Large collieries, iron-works, and potteries are in the neighbourhood.

Members of Parliament:—Sir Edmund Buckley, Bart. (C.), London residence, 1, Upper Hyde Park Street, W.; William S. Allen, Esq. (L.), London residence, 5, Hanover Street, W.

Rail from London (Euston Square station) to Stoke, 119¾ m., 7.30, 7.40, and 9 A.M.; 12, 2.45, and 5 P.M. Fare, *viâ* Norton Bridge, 27*s.* 9*d.* 1st cl.

Hotel:—The Castle.

T. M. from London, 1*s.* 6*d.*

NEWCASTLE-UPON-TYNE, a river-port of England, co. Northumberland, 275 m. N. by W. London by the Gt. Northern railway. Pop. 115,000. It is one of the handsomest towns in England. The public edifices are the guildhall, moot-hall or court-house, corn-exchange, town-gaol, Trinity-house, barracks, several literary and scientific institutions, 14 churches, numerous chapels, the royal grammar-school, infirmary, dispensary, blind-asylums, Jesus hospital, almshouses, workhouse, &c. The importance of the town is owing to its convenient situation as a port of shipment for coal. The pits lie on each side of the

Tyne, and upwards of 50 large collieries are open within a distance of 8 m. around. The coal shipped at Newcastle furnishes a large portion of the supply for the E. and S. cos. of England, including London, and a considerable quantity for exportation, chiefly to France, Holland, and Denmark. The Tyne is here crossed by two bridges. 25,089 vessels entered and cleared this port last year, with a tonnage of 5,186,219 tons.

Members of Parliament:—Joseph Cowen, Esq. (L.), London residence, 3, Redcliffe Square, Brompton, s.w.; Rt. Hon. T. E. Headlam (L.), London residence, 27, Ashley Place, Victoria Street, s.w.

Rail from London (King's Cross station), 7.40, 9.10, and 12 A.M.; 5.25 and 9.15 P.M. Fare, 53*s.* 3*d.* 1st cl.

Hotels:—The Station.—The Turk's Head.

T. M. from London, 2*s.*

NEWCHWANG, or **YING-TSZE**, a sea-port of China, open to foreign trade by the treaty of Tientsin, on the l. b. of the river Liaou; lat. 41° N., lon. 122° 30′ E. Pop. 60,000. The navigation of this port is stopped for three months in the year by ice. The imports from England, consisting mostly of iron, lead, tin, glass, and cottons, amount to nearly a million sterling annually; and the exports, peas, beans, and bean-oil, to more than half that amount. About 100 British vessels annually trade to this port; and nearly the same number of North German vessels take cargo from here, but their vessels are of considerably smaller tonnage.

Consul:—(*Vacant*).

T. M. from London, *viâ* Kiachta (*which see*), 5*l.* 12*s.* 6*d.* for every 20 words.

NEWHAVEN, a sea-port of England, co. Sussex, on the Ouse, at its mouth in the English Channel, on a branch of the S.-Coast railway, 4 m. S.E. Lewes and 56 m. by rail from London by Brighton line; lat. 50° 47′ N., lon. 0° 2′ E. Pop. 2000. The town is neatly built, and has a good harbour.

1545 vessels, of 281 906 tons burden, entered and cleared the port during the year 1868.

The steamers of the Brighton Steam-packet Company, in connection with the S.-Coast railway, leave Newhaven twice a-day, except Sunday, for Dieppe, in connection with the trains to Paris.

Rail from London (Victoria station), 5.55 and 9.50 A.M.; 1.50, 4, and 6.35 P.M. Fare, 13*s.* 9*d.* 1st cl.

Hotel:—The London and Paris.

NEW ORLEANS, a city and river-port of the U. States, Louisiana, of which it is the cap., and the commercial metropolis

of the southern and western portions of the Union, on the Mississippi, about 105 m. from its mouth; lat. 29° 57′ N., lon. 90° W. Pop. 200,000. The surface of the river at high water is several feet above the level of the town, which partly explains its great unhealthiness during the hot weather, when all who have the means leave the city, thus causing a great interruption to business. To prevent inundation, an embankment, from 5 to 30 ft. in height, has been raised for about 100 m. along the river.

The American war for a time proved most disastrous to the interests of the city, by annihilating the cotton trade and checking the commerce and industry of the Southern States of the Union. In 1860, the year before the actual outbreak of the war, there cleared at the port of New Orleans nearly 1300 vessels, of nearly a million tons burden. In the next year, 1861, only 130 vessels cleared, of a total burden of little more than 70,000 tons! Commerce is, however, reviving with rapid strides; and cotton and cereal crops are annually increasing.

The export of cotton for last year amounted to 700,000 bales; of tobacco, to 15,000 hogsheads. The greater part of the tobacco crops of the U. States is now shipped from Northern ports. There is no foreign export of sugar and molasses from here; but about 40,000 hogsheads of the former, and 150,000 barrels of the latter are exported from here to other places and ports of the U. States. The other exports are flour, pork, bacon, lard, beef, wheat, whisky, and corn. Of flour, nearly 300,000 barrels were exported last year; of pork, 10,000 barrels; of bacon, 4000 casks; of lard, 90,000 kegs; of beef, 8000 barrels; of wheat, 84,000 bushels; of whisky, 4000 barrels; of corn, 2,000,000 bushels. The amounts of the principal articles of produce received at New Orleans last year from the interior, chiefly by river, are as follows:—cotton, 700,000 bales; corn, 1,600,000 sacks; cotton (seed), 240,000 sacks; flour, 870,000 sacks; hides, 200,000; hay, 150,000 bales; oats, 380,000 sacks; pork, 140,000 tierces; resin, 200,000 barrels; tobacco, 50,000 hogsheads; beef, 12,000 barrels, &c., &c. 254 British vessels entered, and 258 cleared the port, in 1868.

Consul:—Dennis Donohoe, Esq.

Steamers of the Hamburgh American Steamship Company (Hamburgh agent, Aug. Bolten, 33, Admiralitätstrasse) leave Hamburgh for New Orleans, *viâ* Havre and Havannah, on the 1st of every month (Havre, 4th); returning from New Orleans on the 10th, and from Havannah on the 15th, calling at Southampton and Havre. Passengers proceeding from England by this line must embark at Havre, as the steamers touch Southampton only on return voyage.

Steamers run from New York to New Orleans, and *vice versâ*, twice a-week.

For steamers from England, *see* Table.

Hotel:—The Charles.

T. M. from London, 37*s.* 6*d.*

NEWPORT, a town in the centre of the Isle of Wight, 5 m. S. of Cowes, 7 m. S.W. of Ryde, and 82 m. S.W. from London. Pop. 10,000. A railway connects it with Cowes, Ryde, and Ventnor. It is a flourishing and rising town, being the market-town of the agricultural district around it, and being much visited by pleasure-seekers from all parts of the United Kingdom. The old castle of Carisbrooke occupies an eminence about 1¼ m. S.W. of the town.

Members of Parliament:—For the Isle of Wight; Sir John Simeon, Bart. (L.), London residence, 72, Eaton Place, S.W. For Newport; Charles Wykeham-Martin, Esq. (L.), London residence, 25, Great Cumberland Place, W.

Rail from London (Waterloo station) to Southampton, 7.30, 8.15, and 11.10 A.M.; 1, 3.10, 4.10, 5.10, and 9 P.M. Fare, 15*s.* 6*d.* 1st cl. Thence, *viâ* Cowes (*which see*), to Newport.

Hotel:—The Bugle.

NEWPORT, a river-port of England, co. Monmouthshire, 24 m. S.S.W. Monmouth, on the Usk, about 4 m. from its mouth, and on the Monmouth and Cardiff railway, and 158¼ m. from London by Gt. Western railway; lat. 51° 35′ N., lon, 3° W. Pop. 25,000. The borough unites with Monmouth and Usk in sending one member to the House of Commons. 10,510 vessels, of 1,109,941 tons burden, entered and cleared the port during the year 1868.

Rail from London (Paddington station), 6, 9.15, 10.10, and 11.45 A.M.; 4.50 and 8.10 P.M. Fare, 32*s.* 11*d.* 1st cl.

Hotel:—Beaufort Arms.

T. M. from London, 1*s.* 6*d.*

NEW ROSS, or **ROSS,** a sea-port and parliamentary borough of Ireland, co. Wexford, 13 m. N.N.E. Wexford, on l. b. of Barrow; lat. 52° 23′ N., lon. 6° 56′ W. Pop. of parliamentary borough, 8000. It has a quay 650 yds. long, which vessels of 600 tons can reach at high tides. Trade extensive. Exports: corn, flour, wool, butter, cattle, and bacon. Chief imports: fish and timber. 1033 vessels, of 92,456 tons burden, entered and cleared the port during the year 1868.

Member of Parliament:—Patrick McMahon, Esq. (L.), London residence, 3 (North), Dr. Johnson's Buildings, Temple, E.C.

Route from London (Euston Square station), *viâ* Holyhead and Kingstown.

T. M. from London, 4*s.*

NEWRY, a town and parliamentary borough of Ireland, co. Down, on the Newry Water, 6 m. above its fall in Carlingford Bay, on the Newry Canal, 34 m. S.W. Belfast; lat. 54° 11′ N., lon. 6° 20′ W. Pop. of parliamentary borough, 22,000. Principal exports: linen, grain, cattle, eggs, and butter, chiefly to England; but it trades also with North America, the Baltic, and the Levant. 2041 vessels, of 254,595 tons burden, entered and cleared the port during the year 1868.

Members of Parliament:—Co. DOWN; Lord A. E. Hill Trevor (C.), London residence, 36, Belgrave Square, w.; Lt.-Col. W. B. Forde (C.), London residence, 8, Charles Street, Berkeley Square, w. BOROUGH; W. Kirk, Esq. (L.), London residence, Reform Club, s.w.

Route from London (Euston Square station), *viâ* Holyhead and Kingstown.

T. M. from London, 3*s*.

NEW YORK, the commercial metropolis of the U. States, its largest and most populous city, and its principal sea-port, lies 205 m. N.E. Washington, 187 m. S.W. Boston, in a somewhat low but most advantageous position on the S. part of Manhattan Island, which is about 14 m. long by 2 m. broad; lat. 40° 42′ 43″ N., lon. 74° 0′ 3″ W. Pop. 1,000,000. The approach to the city by sea is very fine, the shores of the bay being wooded down to the water's edge, and thickly studded with farms, villages, and country-seats. The old portion of the city has still crooked and inconvenient streets; but in all the more modern portions the streets are broad and straight, and generally cross each other at right angles. The present circuit of New York is about 12 m. It is divided into 22 wards, and is governed by a mayor and common council. The mayor is elected by popular suffrage, and holds office for two years. The city contains 18 main streets and avenues, and upwards of 1000 streets, courts, and lanes.

Broadway, the principal street, is a long and spacious avenue, 80 ft. in width, extending in a straight line through its centre for nearly 3 m.; its upper or more northerly portion being lined with very handsome houses. This is the favourite promenade; and when the entire plan of the city is completed it will extend to 8 m. in length. Many of the shops or stores in the Broadway and other principal streets are highly ornamented, and fitted with plate-glass windows similar to those of London and Paris. On one side of the Broadway is an open space of about 10 acres, planted with trees and intersected by walks, having the city-hall in its centre; and at the S. end of the same great thoroughfare is a vacant space of 10 acres, planted with

trees and laid out in gravel walks, called the Battery, commanding a fine view of the bay and the shipping, and much resorted to by all classes. The principal theatres and stores are in Broadway. Bowery and Canal Streets are two other leading thoroughfares. Fifth Avenue, one of the most fashionable resorts of New York, runs parallel with Broadway, a little W. of it, is 3 m. long, and contains the finest private residences.

The pavement all over the city is generally good, and the trottoirs are broader than usually in England. The outside of the brick buildings is almost always kept painted, which gives them a clean and cheerful appearance. Many of the public buildings are large; the new exchange is the finest of them all. The custom-house, of white marble, is also a very fine building. The city-hall has a front of white marble, and a good collection of portraits and busts of the presidents and other distinguished citizens of the U. States. The building for the university in Washington Square is of marble. Columbia college, the Cooper institute, the Astor library, the New York hospital, the City penitentiary, the Deaf and Dumb asylum, Trinity church, Grace church, St. Paul's, St. John's, and St. Patrick's, Roman Catholic cathedral, are amongst the best public and ecclesiastical edifices. Five theatres, the custom-house, on the model of the Parthenon, the city lyceum, hospital, almshouse, bridewell, and gaol are among the other public structures. New York is supplied with water by the Croton aqueduct. It commences about 40 m. from New York, at the Croton river, the waters of which are collected by an immense dam. The aqueduct, proceeding thence, is arched over and under; it has a descent of 13 in. per mile, and discharges 60,000,000 gallons in 24 hours.

Of the 14 parks which New York possesses, Central Park is by far the largest; it lies between Fifth and Eighth Avenues, east and west, and Fifty-ninth and One-hundred-and-tenth Streets, south and north. It has two reservoirs in connection with the Croton aqueduct, the one being nearly 2000 ft. long and 835 ft. wide, with a capacity of 150 millions of gallons; the other having an area of 100 acres, with a capacity of above 1000 millions of gallons. There are fine lakes in the park, the largest being a beautiful sheet of water, on which pleasure-boats ply in summer, and skating is carried on in winter. There are some ornamental fountains in this park.

The 'Park' is an enclosure of about 10 acres in the lower part of the city, and contains the city-hall, &c. St. John's Park, Washington Square, Union Park, with the statue of Washington, Gramercy Park, Madison Square, with a monument to

General Worth, and Hamilton Square, are amongst the remainder of the public parks and squares.

The museum is near Fifth Avenue and Sixty-fourth Street; the collection is not large, but valuable.

There are 26 lines of ferries between New York, Hoboken, Jersey city, and Brooklyn, 9 N. river, and 17 E. river, of which the principal are Staten Island Ferry, North River, and Staten Island Ferry East, connecting with Staten Island railroad, and Hunter's Point Ferry, connecting with Long Island railroad. Fares vary from 2 to 12 cents.

New York Inner Bay forms one of the finest harbours in the world. It is about 8 m. in length, N. to S., and has a breadth varying up to 5½ m. It may be entered from the ocean by three passages, the Narrows, East River or Long Island Sound, and Staten Island Sound; but the first is at once the best and by far the most frequented channel. The bar at the mouth of the outer bay, between Sandy Hook Point and Long Island, has 21 ft. water at ebb-tide; and as the water rises about 5 ft., the largest class of ships may enter the bay. Within the bar the water in the outer and inner bays, and in the Hudson, is so deep, that ships of the largest burden lie close to the quays, and may proceed to a great distance up the river.

The navigation in entering the harbour is extremely easy; a lighthouse is erected on Sandy Hook Point, and there are two others, about 300 ft. apart, 4 m. S. by E. the foregoing, and 250 ft. above the level of the sea. A fourth lighthouse stands on Staten Island, on the left side of the Narrows. Vessels load and unload at the wharves on both sides of the city, which are continually crowded with shipping. Immense advantage has accrued to New York by the system of canals and railways with which the city is connected. It is not only the port of the State of New York, but, in a great measure, also of Upper Canada, and of the States of Ohio, Michigan, Indiana, and others in the W. Not only do the Erie canal and railway place New York in direct communication with the countries bordering on the lakes, but the latter being connected by the Ohio and Wabash canals, goods laden at New York and sent up the Hudson find their way, without being unshipped, to the emporiums on the Mississippi and Missouri, and even to New Orleans. In consequence of these facilities, the trade of New York is extremely extensive, and must necessarily develop with the rapidly-increasing wealth and population of the vast countries of which she is the great entrepôt.

The imports comprise an infinite variety of articles. The principal are cottons, woollens, linens, hardware and cutlery, earthenware, brass and copper manufactures from Great

Britain; silk, wine, and brandy from France and Spain; sugar and coffee from the Havannah and Brazil; tea from China and India; with spices, indigo, cochineal, and dye-woods. The exports principally consist of wheat, flour, corn, rice, and cotton; beef, pork, butter, dried fish, and all sorts of provisions; furs, tobacco, coarse cottons, and other manufactured goods.

The city of BROOKLYN, near the W. extremity of Long Island, immediately opposite to New York, from which it is separated by the East River at the terminus of the Long Island railway, bears the same relation to the latter that Pera and Galata do to Constantinople. It stands on rising ground, and is laid out, like New York, in streets running at right angles to each other. Its population, which in 1830 was 15,000, has now risen to more than 300,000, making it the third largest city in the U. States. It stands at a considerable height above the water, and presents great advantages as a residence, being open on all sides to the sea and land breezes. At the W. end magnificent views of New York and its shipping are obtained.

Brooklyn has thus become the favourite residence of the merchants of New York, who are rapidly conveyed to and fro by a number of steamers constantly plying. The number of churches, amounting to 150, give to the place one of its most striking features, while several of the edifices rank among its greatest architectural ornaments. Among others may be mentioned the church of the Pilgrims, a beautiful structure of grey stone, with a tall tower and spire, forming a landmark to mariners. Another leading object of interest is the Atlantic Dock, having a basin of more than 40 acres, and which cost nearly a quarter of a million sterling.

There are two railway termini in New York; the one, corner of Thirtieth Street and Eleventh Avenue, leading westward, *viâ* Hudson River; the other eastward, towards Boston, at the corner of Twenty-seventh Street and Fourth Avenue. The latter is the terminus of—

THE GREAT UNION PACIFIC RAILROAD, connecting New York, in the east of the United States, with San Francisco, on the Pacific, in the west, a distance of more than 3000 miles, and one of the most important engineering achievements of the day.

As the journey from Great Britain to San Francisco, which formerly took about 40 days' steaming and rail, is now, by means of the Great Union Pacific railroad, accomplished in about 17 days (including a clear day and night in New York), and as the saving of so much time and discomfort is of inestimable value to the commercial world and the traveller, we hope that the

following brief sketch of the journey from New York to San Francisco will not be unacceptable to our readers.

Starting from New York (the New Jersey Central), the traveller is taken through Trenton and its vicinity, in New Jersey, through Philadelphia, and Harrisburg, the capital of Pennsylvania, over the beautiful Alleghany mountains, and through the busy iron and coal regions of Pennsylvania. A glimpse is given of Pittsburg, the Manchester of America, in soot, smoke, dirt, and immense shops sacred to Vulcan. The railroad, now changed to the Pittsburg, Fort Wayne, and Chicago line, takes the stranger through one of the most delightful and beautiful countries in the state of Ohio. Winding rivers, verdure-carpeted hills, covered with fat cattle, tree-clad mountains, snug farmhouses, and air having a clearness and balminess never felt in England—all make a picture such as England's pastoral poets would delight to render in immortal verse. Chicago, 910 miles from New York, is reached after 43 hours' travel. The distance from Chicago to the Missouri river and Omaha, the initial point of the Pacific railroad, is 490 miles, and the cars of the Chicago and North-Western railroad make the trip in 22 hours, conveying passengers through the great rich and deep pastures of Illinois and Iowa—the granaries of the world, as Americans call them.

The Omaha and the Union Pacific railroad are reached after a passage across the muddy and tortuous Missouri river; and now the great plains are in sight, called the great American Desert—the home of the wild buffalo and of the wilder but rapidly-disappearing Indian. The Westerner is seen here in all the glory of abundant elbow-room, and at the summit of physical enjoyment.

At Laramie, 562 miles from Omaha, the Rocky Mountains proper are reached. The 'watershed' of the continent, at Bridge's Pass, is reached in two days and a half from Omaha, and now all water runs Pacificwards. The journey through Weber and Echo Cannons, or Passes, is one of the most weird possible. The line winds along the side of deep chasms, over roaring torrents, under overhanging mountains, round towering cliffs, past wonders of nature in her wildest moods, with beauties of mountain scenery unsurpassed anywhere. Then comes the valley of Utah, with its Mormon tillage and irrigation. The great Salt Lake shines like a huge mirror in a setting of lofty mountains.

At Promontory Mountain we reach the junction of the two lines which constitute the through Pacific railroad from Omaha to San Francisco. The cars of the Central Pacific road are now taken: this company controls the Western or Pacific half of the

trans-continental line. Through Utah and Nevada we have alternate stretches of circular plains and mountains of rounded forms; we pass the river Humboldt; and, finally, the Sierra Nevada Mountains are reached. They are truly grand. Magnificent crests, eternal snow, beautiful lakes, silvery waterfalls —all, in fact, mountains can exhibit that is lofty, beautiful, and imposing. When the trip is drawing to a close, its greatest beauties and its greatest difficulties are seen. The summit of the Sierra is crossed at an altitude of 7042 ft., and this altitude is attained in a distance of 112 miles locomotive climbing. The journey to the ocean is now rapidly downward, so that steam is altogether shut off and the breaks are partially applied. On reaching Sacramento the traveller finds two lines ready to carry him into San Francisco; the one *viâ* Vallejo, and steamer; the other by rail, *viâ* Stockton, a branch of the Great Central Pacific railroad. In 6¾ days from New York the traveller westward is landed at San Francisco; and in a short time, when some improvements and closer connections are made, the journey may be performed in less than six days. The distance is 3181 miles. The sleeping-car arrangements are in perfect order: the soundest sleep can be enjoyed in them. Everything connected with the beds is of the most luxurious nature. In addition to the sleeping-cars, eating or hotel cars are provided.

The journey from New York to San Francisco can now be made for 126 dols. in gold, or 25*l.* 4*s.* English. 5*l.* will cover all incidental expenses for meals, bed, &c., on the trip. A first-class passage by sea, *viâ* Panama, costs about 175 dols. in gold.

Consul:—E. M. Archibald, Esq., C.B.

Steamers of the New York and Virginia Company (G. Heineken and Palmore, 115, Broadway, agents) leave New York for Norfolk, City Point, Richmond, and all other points on the James River, Wednesdays and Saturdays, 3 P.M. Steamers of the Old Dominion Steamship Company (N. L. McCrady, 187, Greenwich Street, agent) leave same days, at noon.

The steamers of Messrs. Leary leave Pier No. 14, E. R., for Charleston, Wednesdays and Saturdays, 3 P.M.; and Messrs. Garrison and Allen, 5, Bowling Green, dispatch steamers weekly to Savannah, in connection with steamers leaving that port for St. Augustine, Pilatka, and other ports in Florida.

The Atlantic Coast Mail Steamship Co. dispatch steamers on the 1st and 18th, from New York to New Orleans.

Steamers of the Hamburgh American Steamship Company (London agents, Smith, Sundius, & Co., 17, Gracechurch Street, E.C.) leave Hamburgh, Wednesdays, and Havre, Saturdays, for New York; returning from New York every Tuesday. Fare,

from Southampton (including provisions), 24*l.* 1st cl. (Hamburgh agent, Aug. Bolten, 33, Admiralitätstrasse).

For steamers of the Pacific Mail Steamship Company from New York, and European steam lines, *see* Table.

Letters from England to the United States of America, under ½ oz., 6*d.*; 1 oz., 1*s.*; registr. fee, 4*d.*; newspapers, 1*d.*

In the United States the pound sterling is equivalent to 4 dollars 85 cents; 1 gold dollar, 100 cents, 4*s.* 1½*d.* sterling; silver dollar, 3*s.* 10*d.*; greenbacks (present value), 2*s.* 11*d.*

Hotel;—Delmonico.

T. M. from London—ten words (including addresses)—30*s.*; and 3*s.* for each additional word.

NICE, a city and sea-port of France, on the Mediterranean, about 5 m. E. from the bar, 95 m. S.W. Genoa, and 98 m. S. by W. Turin, on the railway from Marseilles to Genoa; lat. 43° 42′ N., lon. 7° 11′ E. Pop. 50,000. The city is beautifully situated in a small plain at the foot of the Maritime Alps, by which it is protected from the N. and E. winds, while the cool sea-breeze, which prevails every day with a regularity almost equal to that of a tropical climate, moderates the summer heat. The cathedral, several convents, three hospitals, the governor's residence, college, public library, theatre, and a fine arch erected in honour of Victor Amadeus III., are the principal public buildings. It has manufactures of silk, twist, snuff, soap, essences, perfumery, and paper, a fishery of anchovies, and a considerable trade in the export of oil, wine, oranges, and hemp.

Consul:—A. Lecroix, Esq.

Steamers of Messrs. Marc Fraissinet, père et fils, leave Marseilles for Nice, Mondays and Thursdays, 8 P.M. Fare, 18 fr.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Lyons, Marseilles, Toulon, Les Arcs, and Cannes.

Hôtel des Anglais.

T. M. from London, 3*s.* 4*d.*

NIJNI-NOVGOROD, a town of Russia, in the angle formed by the confluence of the Oka with the Wolga; lat. 56° 10 N., lon. 44° 25′ E. Pop. 50,000. The fair begins on July 1, continues for six weeks, and about a quarter of a million of dealers from India, China, Tartary, Bokhara, Persia, Circassia, Armenia, and Turkey, as well as from Italy, Poland, Germany, France, England, and even America, resort to it.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7 40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Cologne, Frankfort, Berlin, Bromberg, Warsaw, Wilna, and St. Petersburgh. Thence by rail to Moscow, and from

Moscow to Nijni-Novgorod, which is the terminal station of Russian railways eastwards.

Hôtel de Russie.

T. M. from London, 10*s*.

NINEVEH (Mosul), a famous city of the ancient world, the cap. of the Assyrian empire, once stood on the E. bank of the Tigris, opposite the modern city of Mosul (*which see*); lat. 36′ 20′ N., lon. 43° 10′ E. The ruins have been explored by M. Botta, French consul at Mosul, and by Mr. Layard. What was supposed to be a shapeless mass of earth and rubbish, has been found to include the ruins of a royal palace in nearly as good preservation as the remains of Pompeii. It appears to have been of gigantic size, and had been enriched with a vast variety of sculptures, including winged human-headed lions and bulls, statues of monarchs, generals, and priests, all executed with infinite spirit and on a grand scale. The most interesting of the Nineveh sculptures are to be found in the British Museum.

Route, *viâ* Constantinople (*which see*). Thence by steamer to Samsoon (*which see*). Thence by horse, *viâ* Tokat, Sivas, Karput, Diarbekir, Mardin, and Mosul (*which see*).

NINGPO, a city of China, prov. Che-kiang; lat. 29° 5′ N., lon. 121° 32′ E. Pop. 200,000. The city is 6 m. in circumference, enclosed by walls, and entered by 6 gates. It has a large temple, and its shops are well supplied. There is considerable junk-building carried on, and silk is manufactured for export to Japan. There is a large foreign trade in oil, provisions, cordage, horns, drugs, rice, sugar, alum, pepper, indigo, salt, dyewoods, but especially tea. The value of the exported tea last year was nearly a million and a half sterling, and the imports about a quarter of a million.

Consul:—William H. Fittock, Esq.

For steamers, *see* Hong Kong; thence by Shanghai Steam Navigation Co.'s steamer.

T. M. from London, *viâ* Kiachta (*which see*), 112*s*. 6*d*. for 20 words.

NORFOLK, For co. members, *see* **NORWICH.**

NORTHALLERTON, a town of England, co. and 32 m. N.N.W. York, North Riding, and 222 m. from London by Gt. Northern railway. Pop. 5000.

Member of Parliament:—John Hutton, Esq. (C.), London residence, 64, Pall Mall, S.W.

Rail from London (King's Cross station), 7.40, 9.10, and 12 A.M.; 9.15 P.M. Fare, 42*s*. 2*d*. 1st cl.

T. M. from London, 1*s*. 6*d*.

NORTHAMPTON, a town of England, cap. of co. of same name, on the Nene, 29 m. S.S.E. Leicester, 67 m. N.W. London by London and N.-Western railway. Pop. 25,000. It comprises four principal streets. The public buildings are the town-hall, corn-exchange, new gaol, theatre, lunatic asylum, and barracks. The chief manufacture is that of boots and shoes, which are sent in large quantities to London; they are also extensively exported.

Members of Parliament:—COUNTY; Rt. Hon. G. Ward Hunt (C.), London residence, 5, Rutland Gate, S.W.; Sackville G. Stopford, Esq. (C.), London residence, Carlton Club, S.W.; Sir R. Knightley, Bart. (C.), London residence, 20, South Street, W.; Major F. W. Cartwright (C.), London residence, 18, James's Street, Buckingham Gardens, S.W. CITY; Charles Gilpin, Esq. (L.), London residence, 10, Bedford Square, W.C.; Lord Henley (L.), London residence, 57, Jermyn Street, S.W.

Rail from London (Euston Square station), 6.15, 6.25, 7.4. 9.5, and 11 A.M.; 12, 1, 2.4, 3.50, 6, 6.15, 7, and 9.15 P.M. Fare, 11*s.* 6*d.* 1st cl.

Hotel:—The George.

NORTHUMBERLAND. For co. members, *see* **ALNWICK.**

NORWICH, a town of England, cap. of co. of Norfolk, on the river Wensum, 56 m. N.E. Cambridge, 113½ m. N.N.E. London, on the Gt. Eastern railway. Pop. 80,000. The chief public buildings are the castle, cathedral, thirty-six churches, besides chapels, &c.; free grammar-school, various hospitals, dispensaries, asylums, &c.; literary institutions, a good library, theatre, assembly-rooms, and mechanics' institute. The manufactures are extensive. Besides, there are iron and brass foundries, snuff-mills, vinegar-works, malt-houses, breweries, oil, mustard, and corn mills, and an extensive manufacture of ladies' boots and shoes.

Members of Parliament:—CO. NORFOLK; *North*, Hon. F. Walpole (C.), London residence, 12, Green Street, W.; Sir Ed. H. K. Lacon, Bart. (C.), London residence, 19, Warwick Street, Charing Cross, S.W. *S.-East*; Clare S. Reed, Esq. (C.), London residence, Farmers' Club, Salisbury Square, E.C.; Edward Howes, Esq. (C.), London residence, 10, Whitehall Place, S.W. *West*; Sir Wm. Bagge, Bart. (C.), London residence, Carlton Club, S.W.; H. Thomas de Grey (C.), London residence, 23, Arlington Street, W. CITY OF NORWICH; Sir William Russell, Bart., C.B. (L.), London residence, 10, James Street, Buckingham Gate, S.W.

Rail from London (Bishopsgate Street station), *viâ* Colches-

ter, 7.15, 9.15, and 11.42 A.M.; 3.10 and 4.25 P.M. Fare, 26*s.* 6*d.* 1st cl.

Hotel:—Maid's Head.

NOTTINGHAM, a town of England, in co. of same name, on the Leen, about ¾ m. from its junction with the Trent, 14 m. E. by S. Derby, and 128 m. N.N.W. London by Great Northern railway. Pop. 77,000. It stands partly at the bottom and partly on the sides of a steep sandstone rock, the summit of which is crowned by a modern building called the Castle. The chief public buildings are the exchange, county-hall, house of correction, town-hall, theatre, barracks, riding-house, with nine churches, &c. The town is celebrated as the centre of the bobbin-net and lace manufacture, and it has a large share of the hosiery business.

Members of Parliament:—COUNTY; *North*, Rt. Hon. J. E. Denison (L.), London residence, House of Commons, S.W.; F. Chatfield Smith, Esq. (C.), London residence, 5, Albemarle Street, W. *South*; Wm. H. Barrow, Esq. (C.), London residence, 35, Westbourne Terrace, W.; Thomas B. T. Hildyard, Esq. (C.), London residence, 25, Motcomb Street, S.W. CITY; Lt.-Col. C. J. Wright (C.), London residence, Carlton Club, S.W.; Chas. Seely, jun., Esq. (C.), London residence, 6, Queen's Gate Gardens, W.

Rail from London (King's Cross station), 7.40, 9, 10, and 12 A.M.; 1.15, 2.45, 5, 5.25, and 9.15 P.M. Fare, 23*s.* 1st cl.

Hotel:—The Wellington.

T. M. from London, 1*s.* 6*d.*

NOVARA, a city of Italy, 52 m. N.E. Turin and 27 m. W. Milan, on the railway between Turin and Milan; lat. 45° 25′ N., lon. 8° 38′ E. Pop. 30,000. It is beautifully situated and well built. The city is surrounded by ramparts and ditches, and defended by a castle. The cathedral, the Dominican church, and the large barracks are the principal public edifices. It has manufactures of silk and linen fabrics; its staple articles of trade are grain and rice, for both of which Novara is the most important market in Piedmont.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Dijon, Chambery, Mont Cenis, Susa, and Turin.

T. M. from London, 7*s.* 6*d.*

OAKHAM, a town of England, co. Rutland, 102 m. from London by Midland railway. Pop. 3500. Upon the castle gates and over the judges' seat are nailed a number of horse-shoes presented by peers of the realm on their first visit to the town, in accordance with an immemorial custom. There is one of the Princess Victoria, before her accession to the throne.

Members of Parliament:—Co. RUTLAND; Hon. Gerard J. Noel (C.), London residence, 31, Burton Street, w.; George H. Finch, Esq. (C.), London residence, 46, Belgrave Square, w.

Rail from London (St. Pancras station), 6.15, 10, and 11.45 A.M.; 5.30 P.M. Fare, 16*s.* 11*d.* 1st cl.

Hotel:—The Crown.

ODESSA, a celebrated sea-port and emporium of South Russia, on the N.W. coast of the Black Sea, about half-way between the mouths of the Dniester and Bug; lat. 46° 27′ N., lon. 30° 50′ E. Pop. 125,000.

Among the public buildings the cathedral of St. Nicholas, the exchange, the palace of the governor, &c., are the most prominent. The lyceum owes its origin to the Duc de Richelieu, a bronze statue of whom is on the quay.

Corn forms the principal article of export from Odessa, with linseed, wool, iron, hides, copper, wax, caviare, potash, beef, furs, tar, &c. The great articles of import into Odessa consist of sugar, coffee, and other colonial products; cottons, silks, woollens, and other manufactured goods; oils, wines, and spirits; spices and dye-stuffs; cotton twist, raw cotton, &c.

Steamers of the Austrian Lloyd's leave Constantinople for Odessa, Mondays, 4 P.M.; returning Mondays, 6 P.M.—fare, 114*s.* The Russian Steam Navigation Company's steamers run between Odessa, Sevastopol, Kertch, Berdiansk, and Taganrog, on the Black Sea, Thursdays, 3 P.M., returning Thursdays, 3 P.M.; and from Odessa to Smyrna, Rhodes, Alexandria, Latakia, Beyrout, Jaffa, and Alexandria, twice a-month, Saturdays, at 4 P.M. The steamers of the Messageries Impériales leave Constantinople for Odessa, Mondays, at 4 P.M., returning Mondays, at 5 P.M.

The Russian Steam Navigation Company have their chief entrepôt at Odessa. Their steamers serve the ports in the Black Sea (Crimea), and also in the Sea of Azof. The same Company's steamers also run between Constantinople, Alexandria, and intermediate ports.

Hôtel de l'Europe.

T. M. from London, 10*s.*

OLD CALABAR, a sea-port of Yarriba, Africa; lat. 4° 34′ N., lon. 8° 27′ E.

For steamers, *see* Table.

OLDHAM, a town of England, co. Lancaster, near the source of the Irk, and not far from its junction with the Medlock; 6½ m. N.E. Manchester, and 197½ m. N.N.W. London, by London and North-Western railway. Pop. 75,000. It consists of several well-built streets. The chief edifices are the town-hall, market-houses, public library, parish church, and several other places of worship, benevolent societies, lyceum, and two mechanics' institutions. It owes its importance entirely to the cotton manufacture: there are upwards of 200 mills, employing about 25,000 hands; and extensive collieries.

Members of Parliament:—John T. Hibbert, Esq. (L.), London residence, Buckingham Palace Hotel, Buckingham Gate, s.w.; John Platt, Esq. (L.), London residence, Buckingham Palace Hotel, Buckingham Gate, s.w.

Rail from London (Euston Square), 6.15, 9, 10, 11, and 12 A.M.; 2.45 and 5 P.M. Fare, 32*s.* 6*d.* 1st cl.

Hotel:—Black Swan.

T. M. from London, 2*s.*

OMAGH, a town of Ireland, co. Tyrone, 27 m. S. Londonderry. Pop. 4000. Is a thriving market-town.

Members of Parliament:—Co. TYRONE; Right Hon. H. T. L. Corry (C.), London residence, Senior Carlton Club, s.w.; Lord Claud Hamilton (C.), London residence, 19, Eaton Square, s.w.

Route from London (Euston Square station), *viâ* Holyhead and Kingstown.

Hotel:—White Hart.

T. M. from London, 4*s.*

OPORTO, an important commercial city and sea-port of Portugal, on the N. bank of the Douro, about 2 m. from its mouth; lat. 41° 11′ N., lon. 8° 37′ W. Pop. 90,000. It is built amphitheatre-wise, partly on the sides and tops of two hills, but partly also on a plain near the river, from which it has a strikingly beautiful appearance. Oporto is well built, and is the cleanest and most pleasant town of Portugal. There are several fine squares, and public promenades lined with trees, as well as many churches and chapels; the cathedral is a handsome structure. The episcopal palace, the town-hall, court-house, royal hospital, a very pretty theatre, and the governor's residence, are the most noteworthy buildings. Oporto has large tobacco factories, roperies, tanneries, and fabrics of cotton, silk, linen, and wool.

The export of wine amounts to from 30,000 to 40,000 pipes annually, of which England takes the bulk. Next to wine, the chief articles of export are oil, oranges, and other fruits; wool, cork, &c. The imports are sugar, coffee, and other colonial

produce; corn, rice, beef, salt fish, cotton and woollen goods, hardware, &c.

Consul:—Oswald F. J. Crawfurd, Esq.

The Spanish screw-steamers (R. McAndrew & Co., Bond Court Chambers, Walbrook, London, E.C.) run weekly between London and this port. Fare, 190*s.* 1st cl.

Steamers of the 'Ligne Péninsulaire' (E. Grosos, Havre, director) leave Havre for Oporto on the 1st, 11th, and 21st of every month.

Steamers run between London and Oporto twice a-month (London agent, A. G. Robinson, 20, Mark Lane).

For steam route *viâ* Lisbon, *see* Table; thence by rail.

Route from London, by rail, *viâ* Madrid (*which see*); thence to Badajoz and Ponte d'Asseca.

Hotel:—Lisbonense.

T. M. from London, 8*s.*

ORAN, a fortified sea-port of Algeria, 210 m. W.S.W. Algiers, on the Mediterranean; lat. 35° 40′ N., lon. 0° 38′ W. Pop. 31,000. Its harbour is bad, but the port of Mers-el-Kebir, 3 m. distant, is the best in Algeria, and admits large vessels. The department produces cattle, wheat, tobacco, vines, figs, &c. It has silver, lead, zinc, and lignite mines, and marble quarries.

Steamers of the Messageries Impériales leave Marseilles for Oran, on Wednesdays, 5 P.M., returning Wednesdays, 10 A.M. Fare, 143 fr. The same company's steamers leave Algiers for Oran, Saturdays, 10 P.M., returning Wednesdays, 6 A.M.

ORDU, a port of Asiatic Turkey; lat. 41° 2′ N., lon. 37° 52′ E.

The steamers of the Messageries Impériales leave Constantinople for Ordu, Mondays, 2 P.M., returning Sundays, 8 A.M.

T. M. from London, 15*s.* 6*d.*

ORLEANS, a city of France, in the centre of the country, on the Loire, 34 m. N.E. Blois and 76 m. S.S.W. Paris, on the railway from Paris to Bordeaux; lat. 47° 58′ N., lon. 1° 57′ E. Pop. 55,000. The city has few good streets, but there is one spacious and elegant avenue, terminating in a noble bridge. The great square is also magnificent. On the 'Place de Martroy' is the statue of Joan of Arc. The cathedral is one of the finest Gothic edifices in France. Orleans has various manufactures, and deals extensively in corn, wine, timber, wool, cheese, and colonial produce.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, and Paris.

Hôtel d'Orléans.

T. M. from London, 3*s.* 4*d.*

OSTEND, a fortified sea-port town of Belgium, on the North Sea, 14 m. W. by N. Bruges, 27 m. E.N.E. Dunkirk, and 60 m. E. of the North Foreland, on the terminus of railways from Antwerp and Brussels; lat. 51° 44′ N., lon. 2° 45′ E. Pop. 18,000. The town is strongly fortified, but is ill supplied with water. The interior harbour, which is large and commodious, is bordered by a broad quay. There are two lighthouses. The exports are corn, clover, seed, cattle, and other farm products, and the imports are sugar, coffee, and other colonial produce. The cod and herring fisheries are carried on to a considerable extent.

Consul:—Edward T. Curry, Esq.

Steamers of the General Steam Navigation Company leave London for Ostend, Wednesdays and Saturdays; returning Tuesdays and Fridays. Fare, 15*s.* 1st cl.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, and Lille; or, direct from Dover by mail steamer. Through fare, 37*s.* 5*d.* 1st cl.

T. M. from London, 2*s.* 6*d.*

OXFORD, a city of England, on the Isis, near its confluence with the Cherwell, which are both crossed by numerous bridges, 63½ m. W.N.W. London by Gt. Western railway. Pop. 28,000, The streets are handsome, the houses well built, and the town is abundantly supplied with water. The chief public buildings, exclusive of the university and ecclesiastical establishments, are the town-hall, corn-exchange, gaol, city workhouse, market-house, Radcliffe infirmary, poor-houses, &c. The city depends for its prosperity on being the seat of a university. In connection with the university is the Bodleian library of upwards of 220,000 vols. and 20,000 MSS., the Ashmolean museum, printing-house, theatre, observatory, and botanic garden.

Members of Parliament:—COUNTY; Right Hon. J. W. Henley (C.), London residence, 14, Great Queen Street, Westminster, S.W.; Lieut.-Col. J. Sidney North (C.), London residence, 16, Arlington Street, S.W.; W. Cornw. Cartwright, Esq. (L.), London residence, 23, Bruton Street, W. CITY; Right Hon. Edw. Cardwell (L.), London residence, 74, Eaton Square, S.W.; W. G. G. Vernon Harcourt, Esq. (L.), London residence, 14, Stratford Place, W. UNIVERSITY; Right Hon. Gath. Hardy (C.), London residence, 17, Grosvenor Crescent, S.W.; Right Hon. J. R. Mowbray (C.), London residence, 52, Onslow Square, S.W.

Rail from London (Paddington station), 6, 8, 9.15, 10, 10.55, and 11 A.M.; 12.30, 2, 2.20, 2.35, 3.30, 4.50, 6.20, 7, and 8.10 P.M. Fare, 11*s.* 1st cl.

Hotels:—Clarendon.—The Randolph.

PACASMAYO, *see* **HUANCHACO.**

PADSTOW, a sea-port of England, co. Cornwall, on the Camel, at its mouth in St. George's Channel, 29 m. N.N.E. Falmouth; lat. 50° 30′ N., lon. 4° 56′ W. Pop. 3000. Imports, iron and coal; exports, tin, slates, and sand. The harbour affords good shelter. 843 vessels, of 47,093 tons burden, entered and cleared the port during the year 1868.

Rail from London (Paddington station) to Falmouth, 6 and 9.15 A.M.; 8.10 and 9 P.M. Fare, 67*s.* 1st cl. Thence by road.

Hotel:—Commercial.

T. M. from London, 2*s.*

PAISLEY, a manufacturing town of Scotland, co. Renfrew, 3 m. S. Renfrew Ferry, on the Frith of Clyde, and 8 m. W. by S. Glasgow, on the railway from Glasgow to Greenock. Pop. 55,000. Though well built, Paisley is not so handsome as some of the larger Scottish towns. Its silk gauze manufacture is considerable, as well as that of crape dresses and damasks and embroidered shawls, in imitation of those of India and China. The Paisley manufacturers are now able to make genuine Cashmere shawls, equal in texture to the most celebrated productions of the East, and far superior to them in beauty of design.

Member of Parliament:—H. E. Crum-Ewing, Esq. (L.), London residence, 46, Wilton Crescent, Belgrave Square, S.W.

Rail from London (Euston Square station) to Carlisle, 6.25, 7.30, 9, 10, and 11 A.M.; 8 and 9 P.M. Fare, 55*s.* 1st cl. Thence to Paisley.

Hotel:—The George.

T. M. from London, 2*s.*

PALERMO, the principal sea-port of Sicily, on its N. coast, towards its W. extremity, on the terminus of a line of railway from Messina; lat. 38° 6′ N., lon. 13° 23′ E. Pop. 200,000. The city is surrounded by a wall and defended by a citadel and several other forts. It is regularly built.

Palermo has a university, attended by about 600 students, and numerous seminaries and charitable institutions. It produces silk and cotton fabrics, with oil-cloth and leather. The tunny fishery employs about 1000 boats. The principal articles of export are fruit, wine, and brimstone. The imports consist of colonial products, cotton, linen, silk, and woollen fabrics, hardware, and other manufactured goods.

Consul:—John Goodwin, Esq.

The steamers of the Mediterranean steam line (Burns and McIver, 1, Rumford Street, Liverpool) leave Liverpool for

Palermo once a-month. Steamers of the Messageries Impériales leave Marseilles for Palermo, 8th, 18th, and 28th, 4.30 P.M.; returning 3rd, 13th, and 23rd, at noon. Fare, 131 fr. 1st cl.

Steamers run between Palermo and Naples, Tuesdays, Thursdays, and Saturdays, at 5 P.M.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, the Brindisi route to Foggia; thence by rail to Naples, and by steamer to Palermo.

T. M. from London, 10s.

PALMA, cap. of island of Majorca, with a fine harbour in the bay of Palmas, on its S.W. coast; lat. 39° 35′ N., lon. 2° 43′ E. Pop. 45,000. It is agreeably placed in a beautiful country, and is strongly fortified. Chief buildings: governor's palace, cathedral, exchange, town-hall, and theatre.

Steamers leave Barcelona for Palma, Fridays, at 4 P.M.; returning Tuesdays. Also Valencia for Palma, Sundays and Tuesdays, 2 P.M.; returning Thursdays, 3 P.M., Sundays, 8 A.M.

Consul:—Charles T. Bidwell, Esq.

T. M. from London, 10s.

PANAMA, a city and sea-port of New Granada, on the Pacific, 38 m. S. E. Chagres, on the S. coast of the isthmus of Panama, at the head of the bay of the same name; lat. 8° 57′ N., lon. 79° 30′ W.; connected by railway with Aspinwall, on the Caribbean Sea. Pop. 12,000. The city has an imposing aspect from the sea; its streets are cleaner than most Spanish-American cities. It is encircled by some irregular and not very strong fortifications. The houses are partly built of wood, but many are of stone, and the larger ones have patios, or courtyards, in the old Spanish style. There is a fine cathedral, built about two centuries ago. The roadstead is one of the finest in the world: there are a number of islands a short distance from the main land, which afford secure anchorage for ships of any burden.

The road across the isthmus of Panama has become of immense importance, since the establishment from sea to sea of a line of railway, opened in 1864. The length of the railway is 48 m. It crosses the Chagres at Barbacoas by an iron bridge, 625 ft. in length. It is exactly half-way between Aspinwall and Panama. The scenery along the line is of a diversified character. Special mention may be made of that around El Paraiso, the last station before reaching Panama. The West India and Panama Telegraphic Company, just formed (London office, Gresham House, 23, Old Broad Street, E.C.), purposes connecting Panama with the West Coast, from San Francisco to Valparaiso south, and Panama with Europe by means of the Cuba line, which forms a connecting link with the Atlantic

telegraphic cable. The scheme encompasses telegraphic communication with the West India isles and Brazil.

Consul:—Charles Wilthew, Esq.

For steamers, *see* Table.

Hotel:—Aspinwall House.

PARA, or **GRAN PARA**, a city and sea-port of Brazil, at the confluence of the Guiana with the Rio Para, 60 m. from the Atlantic and 300 m. W.N.W. Maranham; lat. 1° 30′ S., lon. 48° 23′ W. Pop. 25,000. The articles of export are india-rubber, of which 335,000 arrobas, value 660,000*l.*, were exported last year; cocao, 200,000 arrobas, value 120,000*l.*; nuts, 55,000 alquieres, value 20,000*l.*; hides, value 35,000*l.*; cotton, 6000 arrobas, value 5000*l.*; and balsam copaiba, 170,000 lbs., value 10,000*l.* The imports amounted to 544,116*l.* last year.

The Red Cross line steamers (R. Singlehurst & Co., Liverpool) leave Liverpool on the 12th; and the steamers of Alfred Booth & Co. (India Buildings, Liverpool), on 27th of every month (or on 28th when 27th falls on a Monday), for Lisbon and Para, *en route* for Maranham and Ceara. Fare, 25*l.* 1st cl.

Consul:—J. de Vismes Drummond Hay, C.B., Esq.

PARAIBA, or **PARAHIBA**, a river-port of Brazil, 8 m. from the mouth, 65 m. N. Pernambuco; lat. 6° 58′ S., lon. 34° 59′ W. Pop. 15,000. Vessels of 150 to 200 tons cannot get farther up than PORT CABEDELLO, about 8 m. below the town.

Consul:—Robert J. Shalders, Esq.

For steamers, *see* PERNAMBUCO; thence by local steamer.

PARAMARIBO, the cap. of Dutch Guiana, on the W. bank of the Surinam, 8 m. from its mouth in the Atlantic; lat. 5° 49′ N., lon. 55° 22′ W. Pop. 20,000. The streets are unpaved, but ornamented with rows of tamarind and orange trees. FORT ZEELANDIA, N. of the town, is the residence of the governor.

Consul:—Duncan C. Munro, Esq.

Steamers leave St. Thomas once a-month for Paramaribo, calling at George Town (Demerara), and *vice versâ*.

For steamers, *see* Table under SURINAM.

PARIS, the capital of France, département de la Seine, lies on both banks of the Seine, which forms two islets here, in lat. 48° 15′ 13″ N., lon. 2° 29′ 9″ E. Pop. 2,000,000. The city is surrounded by a line of fortifications 21 m. in circumference, and is the handsomest and largest metropolis on the continent of Europe. It is the seat of the Imperial Government, the Senate, the Corps Legislatif, and the great centres of administration; of the Cour de Cassation, the Cour des Comptes, the Cour Impérial, &c. It has a celebrated university, attended by several thousand students, and is the see of an archbishop.

ARRONDISSEMENTS.—For municipal purposes, Paris is divided into twenty, each of which is presided over by a maire. They are named as follows:—Batignolles, Bourse, Chaumont, Elysées, Enclos, Hôtel de Ville, Laurent (St.), Louvre, Luxembourg, Ménilmontant, Montmartre, Observatoire, Opéra, Palais Bourbon, Panthéon, Passy, Popincourt, Reuilly, Temple, and Vaugirard. The arrondissements are subdivided into four districts, or quartiers, of which Paris consequently numbers eighty. The streets, squares, avenues, courts, and passages number nearly 3000.

BOULEVARDS.—These form a distinctive and most agreeable feature of the French capital; they intersect Paris in a great variety of directions, and afford splendid promenades, ornamented with trees and provided with asphalte trottoirs. The following are the principal: the Beaumarchais, Bonne-Nouvelle, des Capucines, des Filles du Calvaire, Haussmann, Italiens, Madeleine, Magenta, Malesherbes, Monceaux, Montmartre, Poissonnière, Prince Eugène, Richard-Lenoir, St. Germain, St. Martin, St. Michel, Sébastopol, Strasbourg, and Temple.

The boulevards de Strasbourg and de Sébastopol intersect the old boulevards between the Porte St. Denis and the Porte St. Martin, and traverse the most animated part of Paris from N. to S., presenting an uninterrupted succession of handsome houses, with numerous shops and cafés.

BRIDGES.—The following are the principal bridges crossing the Seine: the Pont d'Alma, Pont d'Austerlitz, Pont de l'Arche, Pont de Brique, Pont de Bercy, Pont du Carrousel, Pont du Diable, Pont de l'Evêque, Pont des Invalides, Pont de Jéna, Pont de la Concorde, Pont Neuf, Pont Royal, and Pont de Solferino.

CATACOMBS (the) are vast ancient subterranean quarries under the southern portion of Paris. Since the first revolution, towards the end of last century, the bones from other churchyards have been deposited here, amounting to enormous masses, all arranged. The catacombs could be viewed formerly, but are now closed to the public.

CEMETERIES.—The only three are: the Montmartre, Mont Parnasse, and Père La Chaise. The first named is the oldest and smallest, for the north of Paris; the second covers 300 acres, and is for the south; and Père La Chaise is the great burial-ground for the east of Paris, and the higher classes. The number of monuments in it amounts to nearly 20,000, spread over an area of 200 acres.

CHURCHES.—The handsomest are: the cathedral of Notre Dame, Madeleine, Notre Dame de Lorette, the Oratoire, and those of St. André, St. Clotilde, St. Etienne, St. Eugène, St. Eustache,

Ste. Geneviève, St. Germain-l'Auxerrois, St. Germain-des-Près, St. Paul, St. Jean-Baptiste, St. Roch, and St. Vincent de Paul.

The 'Chapelle Expiatoire' (Rue Madeleine), erected by Louis XVIII., in memory of Louis XVI. and his consort Marie Antoinette, and Princess Elizabeth, who were guillotined on that spot in 1793 and 1794, is the most suggestive monument in Paris. It contains marble groups of the victims, and copies of the last letters written by them.

The English places of worship in Paris are: the Chapel of the British Embassy, Rue d'Aguesseau, 1; the English Chapel, Rue de la Madeleine, 17; Church of Scotland, Rue Rivoli, 160; and Wesleyan Chapel, close to No. 41, Boulevard Malesherbes—(*usual hours*).

Colleges.—The principal are: the Ecoles de Droit, Impériale, Militaire, Nationale, Normale, du Panthéon, Polytechnique, and Sorbonne.

Hospitals.—Of these the Beaujon, La Charité, Cochin, Hôtel Dieu, Lariboisière, and Pitié admit patients of every description; others, such as the Hôpital St. Louis, the Hospice des Enfans, the Maternité, and Ménages are devoted to special purposes.

Learned Societies.—Of these Paris possesses a vast number. Those of the Institut de France, Académie de Médecine, and the Acclimatisation, Agricultural, Geographical, Geological, Historical, Linnæan, Medical, Pharmaceutical, and Statistical societies are the most celebrated.

Libraries, Scientific and other Institutions.—Amongst these are remarkable: the Bibliothèque Impériale, the richest in the whole world, and that of Ste. Geneviève and the Arsenal; the Museum of Natural History (the Ménagerie and Botanical Gardens), the Observatory, the museums of painting and sculpture in the Louvre, the Musée de Luxembourg, the Artillery Museum, the Conservatoire des Arts et des Métiers, the Anatomical Cabinet, Gallery of Architecture, &c.

Manufactures (the) of Paris embrace every branch of industry, especially in artificial flowers, bijouterie, bronze, carriages, clocks, cutlery, furniture, gloves, gobelins, gold, jewellery, mathematical, musical, and surgical instruments, mirrors, paper, papeterie, porcelain, saddlery, silver, wool and 'articles de Paris,' a speciality of the metropolis of France.

Markets.—The Halles Centrales, and those of the Blancs Manteaux, Madeleine, Maubert, St. Germain, St. Honoré, and the Temple are the most extensive.

Public Buildings.—The principal are: the Bank, the Bourse, the Ecole Militaire,Hôtel Cluny, Hôtel Dieu, Hôtel des Invalides, Hôtel des Monnaies, Hôtel de Ville, Institut de France, Louvre, Luxembourg, Palais Bourbon, Palais de Justice Palais Royal,

Panthéon, Sorbonne, Tour St. Jacques de la Boucherie, and the Tuileries.

SQUARES.—The Place de la Bastille, de la Bourse, du Carrousel, du Châtelet, de la Concorde, Dauphin, de François, de Grève, des Innocents, Louvois, Montholon, Napoléon, Royale, de la Trinité, Vendôme, and des Victoires are the largest and handsomest.

STREETS.—The finest streets of Paris are:—The Rue Rivoli, which stretches from the Champs Elysées to the Rue St. Antoine, and is ornamented with porticoes and many splendid shops; it is perhaps the finest. The following are hardly inferior: Rue de Castiglione, Rue du Cardinal Fesch, Chaussée d'Antin, Rue Lafayette, Rue Marais, Rue Neuve-des-Petits-Champs, Rue de la Paix, Rue Rambuteau, Rue Richelieu, Rue Royale, Rue St. Louis, Rue Tronchon, and Rue Vivienne, while the Rues St. Denis, St. Honoré, and St. Martin Turbigo, are remarkable for their extent and bustle.

THEATRES.—The principal are the Grand Opera, on the Boulevard des Capucines, the Italian Opera, the Odéon, Opéra Comique, Palais Royal, Porte-St.-Martin, Théâtre Français, Théâtre Lyrique, the Variétés, and the Vaudeville.

The drainage of Paris is excellent, and the water supply ample; partly from the artesian wells of Grenelle and Passy, partly from the gigantic aqueduct of Arcueil.

RAILWAYS:—

Chemin de Fer du Nord (Place Roubaix) for:—London, Belgium, and the Rhine.

Chemin de Fer du Midi (Quai d'Austerlitz) for:—Bordeaux, Bayonne, Madrid, the Pyrenees, &c.

Chemin de Fer de l'Est (Place de Strasbourg) for:—Strasbourg, Germany, Russia, Italy, Danubian Principalities, Constantinople, &c. (Austrian Lloyd's, Trieste).

Chemin de Fer de l'Ouest et des Banlieus de Paris, Rue d'Amsterdam, for Normandy; Boulevard Montparnasse, for Bretagne.

Chemin de Fer d'Orléans (Ancienne Barrière d'Enfer) for:—Tours, Bordeaux, Nantes, Saint Nazaire, &c.

Chemin de Fer de Lyon et de la Méditerranée (Boulevard Mazas) for:—Marseilles, Toulon, Nice, Culoz, Genève, Aix-les-Bains, Mont Cenis, and Italy (Brindisi route).

Chemin de Fer de Ceinture de Paris, station générale, Rue St. Lazare (circular railway).

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover and Calais; through fare, 57*s.* 3*d.* Or (Charing Cross and Cannon

Street stations), *viâ* Folkestone and Boulogne (tidal service); 53*s.* 10*d.* Or (Victoria and London Bridge), *viâ* Newhaven, and Dieppe (tidal service); 30*s.* Or, thrice weekly (Waterloo station), *viâ* Southampton and Havre; 30*s.*

Letters from England to France and Algeria, under ¼ oz., 4*d.*; ½ oz., 8*d.*; ¾ oz., 1*s.*; 1 oz., 1*s.* 4*d.*; registr. fee, 4*d.* ¼ oz.; newspapers, 4 oz., 1*d.*

Money:—In France, 1*l.* sterling = 25 francs 20 centimes; 1 franc = 100 centimes = 9½*d.*; the 100-franc piece = 4*l.*; 50-franc piece, 2*l.*; the napoléon = 16*s.*; the 10-franc piece = 8*s.*; the silver 5-franc piece = 4*s.* The bronze coins are mostly 10 and 5 centime pieces.

Weights, &c.:—The Decimal, or Metrical, system prevails in France. The kilogramme = 2·2046 lbs.; the quintal = 220½ lbs.; the ton = 2204¾ lbs. The litre holds little less than an English quart.

HOTELS.

Bristol, Place Vendôme. | *Westminster*, Rue de la Paix.

Telegraphic messages, not exceeding 20 words, are forwarded from and to any part of France for 1 franc.

T. M. from London, 3*s.* 4*d.*

PARMA, a city of Northern Italy, 35 m. S.E. Piacenza, and 33 m. S.W. Mantua, on the railway from Milan to Bologna; lat. 44° 49′ N., lon. 10° 13′ E. Pop. 50,000. The city is surrounded by a glacis, which forms a favourite public promenade. It is well built and laid out. The old Roman *Via Æmilia* traverses it centrally throughout its whole length.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Dijon, Macon, Culoz, Mont Cenis, Turin, and Milan.

Hotel:—Europa.

T. M. from London, 7*s.* 6*d.*

PATNA, a city of Hindostan, presidency of Bengal, on the S. bank of the Ganges, 144 m. E.N.E. Benares; lat. 35° 37′ N., lon. 85° 15′ E. Pop. 300,000. The opium and saltpetre are monopolized by government, and produce a large revenue. A considerable trade is carried on in other articles, and all European goods may be purchased in the bazaars.

Rail from Calcutta, 397 m., by East Indian railway.

T. M. from London, 57*s.*

PATRAS, a sea-port of Greece, on the N.N.W. coast of Morea, and on the E. side of the gulf of its own name, about 5 m. S.W. the mouth of the Gulf of Lepanto, 107 m. W. by N. Athens; lat. 38° 14′ N., lon. 21° 48′ E. Pop. 20,000. Patras has

a pretty extensive trade. The principal exports are currants, valonia, oil, &c., and amount to half a million sterling annually; the imports consist of manufactured goods and colonial produce, and amount only to one-tenth of the exports.

Consul:—Henry Sarrell Ongley, Esq.

The nearest port of communication by steamer is the Piræus (Athens); thence by sailing-packet.

T. M. from London, 9*s*.

PAVIA, a city of N. Italy, on the Ticino, 19 m. S.S.W. Milan, with which it is connected by railway; lat. 46° 2′ N., lon. 13° 19′ E. Pop. 30,000. The city is surrounded by old walls, and communicates with a suburb across the Ticino by a curious old bridge, 300 feet long, supported on 100 pillars of rough granite. Pavia is a magnificent, venerable city. The university has from 1200 to 1500 students.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Dijon, Mont Cenis, Turin, and Milan.

Hotel del Pozzo.

T. M. from London, 7*s*. 6*d*.

PAYTA, a port of Peru, on the Pacific Ocean; lat. 5° 5′ 5″ S., lon. 81° 8′ 5″ W. Pop. 2000.

For steamers, *see* Table.

PEEBLES. For Member of Parliament, *see* **SELKIRK.**

PEKING, or **PEKIN**, the metropolis of China, lies in a vast sandy plain between the Pei-Ho and Hoen-Ho, 562 m. N. by W. Nankin and 100 m. W.N.W. the Gulf of Pechelee, in the Yellow Sea; lat. 39° 54′ N., lon. 116° 28′ E. Pop. 1,500,000, of whom two-thirds are Tartars and one-third Chinese. The city is divided into two principal portions, exclusive of the suburbs. The most northerly portion contains the palace of the emperor, and is mostly occupied by Manchoos; the outer city is entirely occupied by Chinese, and is the seat of business. Both divisions are surrounded by walls 18 m. in circ. The principal streets are of great width, and perfectly straight, running between opposite gates. The streets are not paved, which makes them dusty in hot and impassable in wet weather. The houses are mostly only of one story; the shops make an ostentatious display of painting and gilding. The streets are crowded, numerous trades being carried on by itinerants in the open air.

For steamers, *see* SHANGHAI; thence by steamer of the Shanghai Steam Navigation Company to Tien-tsin; thence by local conveyance, 108 m.

For money, &c., *see* HONG KONG.

T. M. from London, *viâ* Kiachta, 112*s*. 6*d*.

PEMBROKE, a sea-port of Wales, on the S. side of Milford Haven, 29 m. W.S.W. Carmarthen, 205 m. W. London by road, and 285 m. by Gt. Western and S. Wales railway; lat. 51° 42′ N., lon. 4° 57′ W. Pop. 20,000. On a rocky eminence W. of the town is the castle, nearly surrounded by water; it is a splendid monument of the 11th century.

About 1 m. N.W. the town is Paterchurch, where the government dockyard occupies 88 acres of land, being one of the finest building-yards in the kingdom. It is defended by a number of forts, and several men-of-war are stationed there.

Member of Parliament:—Thomas Charlton Meyrick, Esq. (C.), London residence, Wyndham Club, s.w. For co. member, *see* HAVERFORDWEST.

Rail from London (Paddington station), 6 and 9.15 A.M.; 4.50, 8.10, and 9 P.M. Fare, 54*s*. 2*d*. 1st cl.

Hotel:—Golden Lion.

T. M. from London, 1*s*. 6*d*.

PENANG, or PRINCE OF WALES'S ISLAND, an island and British settlement in the Eastern Seas, about 2 m. from the W. coast of the Malay peninsula; lat. 5° 25′ N., lon. 100° 25′ E. Pop. 43,000. Length, 16 m.; breadth, varying from 8 to 12 m. There is a good deal of timber, well adapted for ship-building. The principal occupation is the cultivation of spice; coffee, sugar-cane, betel-nut, rice, cotton, areca, and tobacco are also raised. The capital is GEORGE TOWN.

Hotel:—The British.

For steamers, *see* Table.

PENRYN, *see* **FALMOUTH.**

PENZANCE, a sea-port of England, near the W. extremity of co. Cornwall, and on the N.W. side of Mount's Bay, 7 m. E. by N. Land's End, 96 m. W.S.W. Exeter, and 328 m. W.S.W. London. Pop. 10,000. Tin and copper are extensively wrought in the vicinity, and the fishery of pilchards is carried on with great activity. 1078 vessels, of 101,875 tons burden, entered and cleared the port during the year 1868.

Rail from London (Paddington station), 6 and 9.15 A.M.; 8.10 and 9 P.M. Fare, 70*s*. 1st cl.

Hotel:—Queen's.

T. M. from London, 2*s*.

PERNAMBUCO, a sea-port of Brazil, inferior only to Bahia and Rio de Janeiro in commercial importance, on the Atlantic, at the mouth of the Copibariba, 210 m. N.E. Bahia; lat. 8° 4′ S., lon. 34° 52′ W. Pop. 70,000. The city consists of the separate towns of Olinda, Recife, Boa Vista, and St. Antonio; the first of

which is on the mainland, and the others lie S. from it, on a succession of low sandy banks, separated by creeks, but connected with each other by two bridges. Recife, or Pernambuco proper, about 4 m. S.W. Olinda, is defended by forts, and comprises the dockyard and the larger merchants' warehouses.

The exports consist of cotton, to the extent of 20,000 bags a-year; sugar, 100,000 tons; and hides and dye-woods. At an average, the value of the exports amounts to nearly 2,000,000*l.* a-year. The port charges are exorbitant. There is an important railway into the interior from Pernambuco to Agoa Preta, on the river Una (77 m.).

Consul:—Bentinck W. Doyle, Esq.

For steamers, *see* Table.

PERPIGNAN, a strongly-fortified town of France, on the Tet, where it is joined by the Basse, 80 m. S.W. Montpelier, on the railway over the Pyrenees to Barcelona; lat. 42° 42′ N., lon. 2° 56′ E. Pop. 25,000. Perpignan is an extensive entrepôt for the wines, brandies, liqueurs, wool, silk, and other products of the S. of France.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Orleans, Limoges, Perigueux, Toulouse, and Narbonne.

T. M. from London, 3*s.* 4*d.*

PERTH, a town of Scotland, 32 m. N. by W. Edinburgh, and 447½ m. from London by Gt. Northern railway. Pop. 30,000. It is connected by a handsome bridge with the village of Bridgend, on the l. b. of the Tay. The town is neat, clean, and well built, and has a substantial, wealthy appearance. The salmon fisheries on the Tay yield a handsome yearly income. 260 vessels entered and cleared the port last year, with a tonnage of 19,685 tons.

Members of Parliament:—COUNTY; Charles Stuart Parker, Esq. (L.), London residence, 37, Chapel Street, Grosvenor Place, S.W. BOROUGH; Hon. Arthur Fitzgerald Kinnaird, Esq. (L.), London residence, 2, Pall Mall East, S.W.

Rail from London (King's Cross station), 10 A.M.; 8 and 9.15 P.M. Fare, 78*s.* 6*d.* 1st cl.

Hotel:—

T. M. from London, 2*s.*

PESTH, the most populous town of Hungary, on the E. side of the Danube, 135 m. E.S.E. Vienna, immediately opposite to Buda, with which it is connected by a magnificent suspension-bridge, on the railway from Vienna to Temesvar; lat. 47° 30′ N., lon. 19° 3′ E. Pop. 150,000. The city stands on level ground; and, being almost wholly of modern date, is much more regularly

laid out and handsomely built than Buda. Its university is visited by about 1000 students annually. The greatest variety of costume is met with here, at the great annual fairs, which are attended by some 20,000 strangers, and at which extensive business is transacted.

Pesth manufactures silk and woollen fabrics, leather, &c., but its principal manufacture is that of meerschaum pipe-bowls. The earth is dug in the Crimea; the bowls are first rudely fashioned at Constantinople, but are finished for the German markets at Pesth.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Cologne, Frankfort, and Vienna.

Hôtel de l'Europe.

T. M. from London, 6*s*.

PETERBOROUGH, a city of England, co. Northampton, on the Nene, 37 m. N.E. Northampton and 76 m. N. by E. London, on the Gt. Northern railway. Pop. 13,000. The city is well built and paved. The ancient cathedral has always been regarded as one of the most magnificent abbeys in the kingdom. The trade of Peterborough arises chiefly from the transit of corn and malt, large quantities of which are brought down the Nen from the interior; it also imports coal, timber, bricks, stone, and other goods.

Members of Parliament:—W. Wells, Esq. (L.), London residence, 22, Bruton Street, Berkeley Square, W.; G. H. Whalley, Esq. (L.), London residence, 15, Suffolk Street, Pall Mall, S.W.

Rail from London (King's Cross station), 6.30, 7.40, 8.5, 9, 10, and 12 A.M.; 1.15, 2.45, 4.25, 5, 5.25, 8, 8.15, and 9.15 P.M. Fare, 13*s*. 6*d*. 1st cl.

PETERHEAD, a sea-port of Scotland, co. Aberdeen, 27 m. N.N.E. of Aberdeen, on the point of a flat rocky promontory, projecting into the North Sea; lat. 57° 30′ 1″ N., lon. 1° 46′ W. Pop. of parliamentary borough, 8000. Its harbour is one of the best on the E. coast of Scotland. It is the principal station for the Greenland whale and seal fisheries. 1100 vessels, of 75,873 tons burden, entered and cleared this port during the year 1868.

Rail from London (King's Cross station) to Edinburgh, 10 A.M.; 8 and 9.15 P.M.; thence to Peterhead. Through fare, 86*s*. 6*d*. 1st cl.

T. M. from London, 2*s*.

PETERSFIELD, a city and parliamentary borough of England, co. Hants, 17 m. N.N.E. Portsmouth. Pop. 2000. The town has a titular mayor, and sends one member to the House of Commons.

Member of Parliament:—Wm. Nicholson, Esq. (L.), London residence, 4, Sussex Square, Hyde Park, W.

Rail from London (Waterloo station), 7 and 11.30 A.M.; 3.50, 5, and 7 P.M. Fare, 11*s.* 6*d.* 1st cl.

Hotel:—The Dolphin.

PHILADELPHIA, a city of Pennsylvania, U. States, next to New York the largest city in the American Union, lies between the Delaware and Schuylkill, about 6 m. above their confluence, 87 m. S.W. New York, and 136 m. N.E. Washington; lat. 39° 57′ N., lon. 75° 10′ W. Pop. 750,000. The city, which is about 4 m. in length by about 2 m. in breadth, is divided into square compartments by wide and well-paved streets, crossing each other at right angles. By means of street tramways and exchange tickets any point may be reached at a uniform rate of 7 cents.

Philadelphia has the advantage of a double port; that on the Schuylkill, being the shallowest, is the grand depôt for the vast quantities of coal brought from the interior; while the other, on the Delaware, having water sufficient to float the largest merchantmen close by the quays, is exclusively resorted to by the shipping engaged in foreign trade. The value of the imports from foreign countries may be estimated at 15 million dollars a-year; but the principal business of the port is its coasting trade with New York, Baltimore, Boston, and other American cities, which Philadelphia supplies with various descriptions of manufactured goods, flour, and provisions.

Consul:—C. E. K. Kortright, Esq.

Steamers run from Philadelphia to Boston, and *vice versâ*, every five days; fare, 10 dollars (Messrs. Whitney and Sampson, Philadelphia).

Rail from New York, several times daily, 88 m. (3 hours).

Hotel:—The Continental.

T. M. from London, 32*s.* 6*d.*

PIRÆUS, a town of Greece and a sea-port of Athens, 5 m. S.W. of that city. The modern town is called PORTO LEONE, and contains about 1000 houses.

Consul:—Charles L. W. Merlin, Esq.

Steamers of the Messageries Impériales leave Marseilles for the Piræus, Saturdays, 5 P.M.; returning Fridays, 10 A.M. Fare, 298 fr. Steamers of the Austrian Lloyd's leave Syra for the Piræus, Wednesdays and Sundays at 10 P.M., returning Tuesdays and Saturdays at 8 P.M.

Steamers of Messrs. Marc Fraissinet, père et fils, leave Marseilles for the Piræus, 1st, 11th, and 21st, 8 A.M. Fare, 200 fr.

T. M. from London, 9*s.*

PISAGUA, a port of Peru, on the bay of the same name, lat. 19° 33′ S., lon. 70° 10′ W.

For steamers, *see* Table.

PISCO, a port of N. Peru, 139 m. S.S.E. Lima, near the mouth of the Pisco river, in the Pacific Ocean; lat. 13° 45′ S., lon. 76° 5′ W. It is celebrated for the manufacture of a liquor resembling pale brandy, and of very delicious flavour. It takes the name of 'Pisco.'

For steamers, *see* Table.

PLYMOUTH, a sea-port of England, co. Devon, one of the chief naval ports of Great Britain, between the Tamar and Plym, 36 m. S.W. Exeter, 246¾ m. W. by S. London, by Gt. Western and South Devon railway; lat. 50° 22′ N., lon. 4° 9′ W. Pop. 65,000. The chief public buildings are the guildhall, gaol, exchange, custom-house, Athenæum, public library, and theatre, Royal Union Baths, Freemasons' Hall, naval hospital, royal military hospital, military prison, and citadel, with numerous churches and chapels belonging to all sects. There are various charities and literary establishments. Among the latter are the Athenæum, Natural History Society, public library of 6000 vols., medical library, theological library, and mechanics' institute.

The trade of Plymouth is considerable, a large part of which depends on the dockyard (*see* DEVONPORT). The manufactures are sailcloth, a sugar-refinery, glass-house, starch-factory, and soap-boiling establishment. The number of merchant vessels that entered and cleared the port last year was 5472, with a tonnage of 857,467 tons.

Members of Parliament:—Sir R. P. Collier (L.), London residence, 1, Mitre Court Buildings, E.C.; Walter Morrison, Esq. (L.), London residence, 21, Bolton Street, W.

The steamers of the Royal Mail Steam-packet Co. (55, Moorgate Street, London, E.C.) call at this port to land mails and passengers, on the *homeward* voyage from the W. Indies and Central America.

The steamers of the Union Steamship Co. from Southampton, *en route* to Cape Town, call at this port, 10th and 25th.

Steamers, *en route* from London to Cork, leave Plymouth, Thursdays, 8 A.M.—fare, 25*s.*; from Plymouth to London, Saturdays—15*s.* 1st cl. Steamers, *en route* from London to Dublin, call at Plymouth, Mondays and Fridays; from Plymouth to Waterford, twice a-week—20*s.* 1st cl.; from Plymouth to Portsmouth and Southampton, Mondays and Fridays—12*s.* 6*d.* 1st cl.

Rail from London (Paddington station), 6, 9.15, 10.10, and 11.45 A.M.; 4.5, 8.10, and 9 P.M. Fare, 53*s.* 1st cl.
Hotel:—The Royal.
T. M. from London, 1*s.* 6*d.*

POINT DE GALLE, a sea-port town on the S.W. coast of Ceylon, is situated on a low rocky point of land, projecting into the sea, 70 m. S.E. Colombo; lat. 6° 3′ N., lon. 80° 13′ E. The fort is more than a mile in circumference. The harbour is spacious, particularly the outer road. In the inner harbour vessels may lie in perfect security during a great part of the year. Passengers from Europe to China and Australia, and *vice versâ*, change steamers at Point de Galle for their respective ports of destination.
For steamers, *see* Table under CEYLON.
Hotel:—Oriental Hotels' Company.
T. M. from London, 61*s.*

POLA, a sea-port of Austria; lat. 44° 52′ N., lon. 13° 50′ E. This was once a splendid city, as attested by the ruins of the amphitheatre, estimated as having been capable of accommodating more than 20,000 spectators. It is now the arsenal and sea-port of Austria, and a poor place, of about 4000 inhabitants.
Steamers of the Austrian Lloyd's leave Trieste for Pola, Tuesdays at midnight, Thursdays, 5 A.M., Fridays, 10 P.M., and Saturday at midnight; returning Mondays, 5 A.M. and 9 P.M., Wednesdays, 8 P.M., Saturdays, 6 A.M.
T. M. from London, 6*s.*

PONDICHERRY, a sea-port, and cap. of the French settlements in India, on the Coromandel coast, 88 m. S.W. Madras; lat. 11° 56′ N., lon. 79° 48′ E. Pop. 44,000. Exports indigo, cotton, skins, nuts, oil, &c. Stands on a sandy plain, is divided by a canal into a European and a native town: the former is well built. Has a European college, Indian school, and the high court for the French possessions in Asia. It has no port, but only an open roadstead, with a lighthouse.
For steamers, *see* Table.

PONTEFRACT (vulg., *Pomfret*), a town and parliamentary borough of England, West Riding, co. York, on the Aire, 21 m. S.S.W. York and 174 m. from London by Gt. Northern railway. Pop. 12,000. Principal edifices: the town-hall, court-house, co. gaol, &c. The famous castle of Pomfret, in which Richard II. died, and where Rivers, Grey, and Vaughan were put to death by order of Richard III., is now in ruins.
Members of Parliament:—The Rt. Hon. H. C. E. Childers (L.),

London residence, Admiralty, s.w.; Major S. Waterhouse (C.), London residence, 66, Pall Mall, s.w.

Rail from London (King's Cross station), 7.40, 10, and 12 A.M.; 2.45 P.M. Fare, 30*s.* 8*d.* 1st cl.

Hotel:—Red Lion.

T. M. from London, 1*s.* 6*d.*

POOLE, a sea-port town of England, co. Dorset, 106 m. S.W. London by road, and 122 m. by the S.-Western railway. The principal public buildings are the guildhall, town-house, and harbour-office, temperance, Masonic and Odd Fellows' halls, gaol, custom-house, union workhouse, vegetable and fish markets, gas and water works, public library, &c. There is a good fishery for herrings, plaice, and other fish, and excellent wild-fowl sport in the winter. Ship-building is carried on to a considerable extent. There are six extensive potteries, and a large corn and timber trade. 910 vessels, of 75,840 tons burden, entered and cleared the port during the year 1868.

Member of Parliament:—Arthur Edward Guest, Esq. (C.), London residence, 23, Chapel Street, Grosvenor Square, w.

Rail from London (from Waterloo station), 7.30, 8.15, and 11.10 A.M.; 3.10 and 5.10 P.M. Fare, 25*s.* 2*d.* 1st cl.

Hotel:—The London.

T. M. from London, 1*s.* 6*d.*

POONA, a city of British India, presidency of Bombay, on the Mulla, a tributary of the Beimah, 119 m. E.S.E. Bombay, on the Great Indian Peninsula railway to Sholapore; lat. 18° 30′ N., lon. 73° 55′ E. Pop. 80,000. It stands in an extensive plain 2000 ft. above the sea, at the foot of a small hill called Parbutty, on which there is a temple; it is without walls, and is irregularly built and paved, with bazaars, but without large or striking edifices. To the W. of the city is the British cantonment—which is the head-quarters of the Bombay army—with wide streets, good churches, station, library, and regimental schools.

Rail from Bombay, 9.15 A.M. and 2.30 P.M.

T. M. from London, 57*s.*

PORTARLINGTON, a town and parliamentary borough of Ireland, Leinster, King's and Queen's cos., on the Barrow, 40 m. W.S.W. Dublin, on the Gt. Southern and Western railway. Pop. 3000.

Member of Parliament:—Capt. Hon. L. Dawson Damer (C.), London residence, 2, Chapel Street, Grosvenor Square, w.

Route from London (Euston Square station), *viâ* Holyhead and Kingstown.

Hotel:—

T. M. from London, 4*s*.

PORT-AU-PRINCE, a city, sea-port, and modern capital of the republic of Hayti, on the W. coast of the island, at the bottom of the bay of Gonaives, 90 m. S. Cape Hayti, 165 m. W. St. Domingo; lat. 18° 33′ N., lon. 72° 11′ W. Pop. 19,000. It is partially protected on the land side, and the harbour is protected by a battery on a small island near the shore.

Consul-General for Hayti:—Spenser St. John, Esq., Chargé-d'Affaires. Vice-Consul:—Henry Byron, Esq.

For steamers, *see* Table.

Letters from England to Hayti, ½ oz., 1*s*.; registr. fee, 4*d*.; newspapers, 2*d*.

Money:—1*l*. = 77 paper dollars (gourdes); the doubloon = 64*s*.; the dollar = 4*s*. 2*d*.; coppers, 1 and 2 cent pieces.

Weights and measures, same as in France.

PORT ELIZABETH, a sea-port of South Africa, Cape Colony, 18 m. S.E. Uitenhage, of which it is the port, on the W. side of Algoa Bay; lat. 35° 57′ S., lon. 25° 37′ E. Pop. 9000, of whom 7000 are Europeans. It is a free port and a rising place.

For steamers from London, *see* Table.

PORTLAND, a city and port of entry in the United States, state of Maine, on a peninsula in Casco Bay, 50 m. S.S.W. Augusta and 50 m. N.N.E. Portsmouth, and 107 m. from Boston; lat. 43° N., lon. 71° W. Pop. 27,000. It is the largest town in the state, and is well built and laid out, having numerous churches, elegant court-house, market, alms and custom houses, athenæum, &c. There is an extensive coasting and foreign trade.

Consul:—Henry John Murray, Esq.

For steamers from Europe, *see* BOSTON; thence by local steamer (daily).

Hotel:—The Preble House.

T. M. from London, 30*s*.

PORT LOUIS, cap. of island of Mauritius, at the head of a bay on its N.W. side; lat. 20° 9′ 56″ S., lon. 57° 29′ 30″ E. Pop. 100,000. It has a Roman Catholic cathedral, a Protestant church, and several mosques; a citadel, barracks, bazaar, theatre, &c. There is a railway from the port to the extremities of the island.

For steamers, *see* Table under MAURITIUS.

Letters, under ½ oz., 10*d*.; registr. fee, 4*d*.; newspapers, 3*d*.

In Mauritius, 1*l.* sterling = 4 dollars 80 cents current; 1 dollar = 100 cents = 4*s.* 2*d.* Mercantile accounts are kept in dollars and cents current, but those of government in £. *s. d.* sterling.

PORT MAHON, cap. of island of Minorca, on its S. side; lat. 39° 52′ 32″ N., lon. 4° 20′ 59″ E. Pop. 14,000. It is the residence of the military governor; and well built, chiefly in the English style. The harbour is one of the best and most capacious in the world.

Consul:—Francis Mercadal, Esq.

Steamers leave Barcelona for Port Mahon, Wednesdays, at 4 P.M., arriving at the latter port, Thursdays, 4 P.M.; and returning Fridays.

T. M. from London, 7*s.* 6*d.*

PORT MONTT, a sea-port of Chili, S. America, on the island of Chiloe; lat. 41° 30′ S., lon. 73° W. Pop. 2000. It is the port of Llanquihue, a German settlement, of which it lies 15 m. S. The principal trade is in timber, which is cut in large quantities in the neighbourhood. The harbour is deep and perfectly safe, and there is an abundant supply of good water. Port Montt is the final port of call for the steamers of the Pacific Steam Navigation Company's Chiloe line.

For steamers, *see* Table.

PORT SAID, a sea-port of Lower Egypt, in the Mediterranean, at the entrance of the Suez canal, 30 m. S.S.E. Damietta and 22 m. N.N.E. Tyra; lat. 32° 19′ N., lon. 34° 22′ E. Pop. 10,000. This port had only a few huts ten years ago, and is now a thriving town. It is regularly laid out in squares and streets, and there are churches, mosques, and hospitals, the ensemble being that of a lively sea-port. Fresh water is obtained from the Ismailia canal, erected at an expense of nearly half a million sterling. For description of Suez canal, *see* SUEZ.

The steamers of the Austrian Lloyd's leave Constantinople for Port Said, Thursday, at 4 P.M.; returning Saturdays, 5 P.M.—fare, 250*s.* Those of the Messageries Impériales leave Marseilles for Port Said, 8th, 18th, and 28th, at 4.30 P.M.; returning 8th, 18th, and 28th, 6 P.M.—fare, 502 fr.

Steamers of Marc Fraissinet, père et fils, leave Marseilles for Port Said, Wednesdays, 9 A.M.—350 fr.

T. M. from London, 31*s.* 6*d.*

PORTO CABELLO, a sea-port of Venezuela, on an island, Gulf of Triste, 22 m. N. by W. Valencia; lat. 10° 29′ 24″ N., lon. 69° W. It is well built, has a commodious harbour, and, though very unhealthy, carries on a considerable trade.

A steamer leaves St. Thomas for La Guayra and Porto Cabello,

en route to Curaçoa, on the arrival of the Royal Mail Steam-packet from Southampton.

For steamers from Europe, *see* Table.

PORTO RICO, cap. of the W. Indian islands of same name, belonging to Spain; lat. 18° 30′ N., lon. 67° 20′ W. Pop. 20,000. The town is fortified, the harbour being defended by Morro Castle. Chief buildings: bishop's palace, cathedral, custom-house, town-house, arsenal, &c.

The value of the exports during last year exceeded 2,000,000*l.*, half of which was sugar, half a million for coffee, and the remainder molasses, tobacco, hides, and cotton. The imports during the same year, consisting mostly of cotton, woollen, and silk manufactures, amounted to 2,500,000*l.*

Consul:—H. A. Cowper, Esq.

Steamers of Messrs. Lopez & Co., Cadiz, leave Cadiz for Porto Rico 15th and 30th. Fare, 150 dols.

For steamers, *see* Table.

Letters from England to Porto Rico, *viâ* Southampton and by French packet, under ½ oz., 1*s.*; 1 oz., 2*s.*; registr. fee, *viâ* Southampton, 4*d.*; by French packet, *none;* newspapers, *viâ* Southampton, 1*d.*; by French packet, 2*d.*

PORTRUSH, a sea-port of Ireland, Ulster, co. Antrim, at the extremity of a narrow peninsula, near the Skerry Islands, 5 m. N. Coleraine; lat. 55° 10′ N., lon. 6° 40′ W. Pop. 1500. It is much resorted to for sea-bathing.

Steamers leave Glasgow for Portrush, Mondays and Thursdays, 4 P.M.; returning Tuesdays and Fridays, 6 P.M.—10*s.*

Route from London (Euston Square station), *viâ* Holyhead and Kingstown.

T. M. from London, 4*s.*

PORTSMOUTH, a fortified sea-port town of England, co. Hants, on the W. side of Portsea Island, on the N. side of the channel separating the Isle of Wight from the mainland, 16 m. S.E. Southampton and 74 m. S.W. London, on the London and S.-Western railway. Pop. 95,000. The harbour enjoys the important advantage of opening in the road of Spithead, between the Hampshire coast and the Isle of Wight, which forms a convenient asylum for the Channel fleet and other vessels during the occurrence of storms. 2401 vessels, of 226,140 tons burden, entered and cleared the port during the year 1868.

Members of Parliament:—Sir J. D. H. Elphinstone, Bart. (C.), London residence, 45, Onslow Square, S.W.; William Henry Stone, Esq. (L.), London residence, Dulwich Hill, Surrey, S.

Steamers run every hour between Portsmouth and Ryde (passage, 25 minutes). Sundays, every 2 hours. Steamers also run

to Cowes, Yarmouth (I. of W.), and Lymington, at 4 P.M. Also to Plymouth, Sundays and Thursdays—12*s.* 6*d.* 1st cl.

Rail from London (Waterloo station), 7 and 11.30 A.M.; 3.50, 5, and 7 P.M. Fare, 15*s.* 1st cl.

Hotel:—The Fountain.

POTI, a port of Asiatic Russia, Transcaucasia, on the river Rion, near its mouth, in the Black Sea; lat. 43° N., lon. 41° 30′ E. Pop. 5000. It is the depôt for merchandise sent from Caucasia, the Caspian, and Persia by this route to Europe. Exports: cocoons, wool, raw silk, cotton, hides, &c. Imports: colonial goods, hardware, and cotton, woollen and silk stuffs.

Consul:—Robert Wilkinson, Esq.

Occasional steam communication between Great Grimsby and Poti: London agency, Williams and Geils, 35, King William Street, E.C.

Steamers of the Russian Steam Navigation Co. leave Batoum for Poti every Saturday night, returning from Poti to Batoum every Monday night. Fare, 27 roubles, all included.

The route from Poti, *viâ* Tiflis to Tabreez for the conveyance of merchandise from Europe to Persia, promises to supersede the old route through Trebizond and Erzeroum.

T. M. from London, 10*s.*

PRAGUE, a city of Bohemia, on the river Moldau, by which it is intersected, 73 m. S.S.E. Dresden and 152 m. N.E. Vienna, on the railway from Dresden to Vienna; lat. 50° 5′ N., lon. 14° 25′ E. Pop. 143,000. The town-hall, arsenal, military hospital, military orphan asylum, lying-in hospital, principal workhouse, and theatre are the finest of the public edifices. Of the private palaces, that built by the famous Wallenstein is the most remarkable. There are manufactures of printed cotton, linen, silk, woollen stuffs, leather, hats, liqueurs, earthenware, and refined sugar; and it is the centre not only of the commerce of Bohemia, but of an extensive and rapidly-increasing transit trade. The river is navigable by large boats to Budweis (80 m. from the city due S.), where it is joined by a railway from Lintz to the Danube.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M, *viâ* Dover, Calais, Brussels, Aix-la-Chapelle, Cologne, Minden, Hanover, Brunswick, Magdeburg, Leipsic, Dresden, and Bodenbach.

Hôtel de l'Angleterre.

T. M. from London, 6*s.*

PRESTON, a manufacturing town of England, co. Lancaster, on the N. bank of the Ribble, 19 m. S.W. Lancaster, 28 m. N.N.E. Liverpool, and 211 m. N.N.W. London, on the London

and N.-Western railway. Pop. 83,000. The public buildings comprise: court-house, an exchange, assembly-rooms, theatre, borough prison, infirmary, and large county penitentiary. The town has of late years rapidly increased in wealth, and is one of the great seats of the cotton manufacture. The other manufacture is linen cloth. There are numerous iron-foundries and establishments for making machinery. 819 vessels, of 48,343 tons burden, entered and cleared the port during the year 1868.

Members of Parliament:—Edward Hermon, Esq. (C.), London residence, 9, Bread Street, E.C.; Sir T. G. Fermor-Hesketh, Bt. (C.), London residence, 35, Albemarle Street, W.

Rail from London (Euston Square station), 6.15, 6.25, 7.30, 9, 10, and 11 A.M.; 2.45, 5, and 9 P.M. Fare, 37*s*. 1st cl.

Hotels:—Bull and Royal.

T. M. from London, 1*s*. 6*d*.

PREVESA, a fortified port of Turkey, Epirus, 1 m. within the Gulf of Arta, 18 m. S.W. Arta; lat. 38° 56′ N., lon. 20° 44′ E. Pop. 8,000.

The steamers of the Austrian Lloyd's leave Trieste for Prevesa, Saturdays at midnight; returning Sundays, 8 A.M. Fare, 138*s*. 6*d*.

T. M. from London, 9*s*.

PROVIDENCE, a city and port of entry of the U. States, Rhode Island, of which it is the cap.; lat. 41° 57′ N., lon. 71° 31′ W. Pop. 51,000. It is a well-built, handsome, and thriving town. The chief public buildings are the state-house, Brown university, and the arcade. There are numerous churches, and its library contains 28,000 vols. It is a large manufacturing town, its cotton factories employing from 14,000 to 18,000 spindles; it has extensive bleaching-grounds and dye-houses, iron-foundries, and machine factories, with manufactures of combs, jewellery, glass-ware, leather, boots and shoes, soap, candles, and furniture. Vessels of the largest size come close to the wharves.

For route, *see* BOSTON; thence by rail, 62 m.

Hotel:—Aldrich House.

T. M. from London, 30*s*.

PUNTA ARENAS, a sea-port of Central America, state Costa Rica, on the Gulf of Nicoya; lat. 9° 55′ 48″ N., lon. 84° 52′ W. The harbour is good and well sheltered, but its entrance is very dangerous. The lighthouse is good. There is excellent communication with the interior, and coffee is largely exported.

For steamers, *see* Table.

QUEBEC, a city and sea-port of Canada, of which it is the cap., on the N.W. bank of the St. Lawrence, at the point where it is joined by the St. Charles, about 340 m. from the mouth of the former and 650 m. from New York, *viâ* Boston and Portland; lat. 46° 50′ N., lon. 72° W. Pop. 63,000. The city, after Montreal the most populous town of British N. America, occupies the extremity of a ridge, terminating in the angle formed by the junction of the two rivers in the point called Cape Diamond, rising to the height of 340 ft. above the St. Lawrence. The cape is surmounted by a citadel; and the town extends from it principally in a N.E. direction to the water's edge, and is divided into the upper and lower towns. It is very strongly fortified, and the public buildings are substantial rather than elegant. Its harbour or basin, between the city and the island of New Orleans, is of great extent, having in general about 28 fathoms of water: ships lie alongside its wharf on the St. Lawrence. The trade of Quebec is very extensive. There is regular intercourse by means of steamers with Montreal and other ports higher up the St. Lawrence, and with Halifax and other ports on the Atlantic. The principal imports are corn, cotton, woollen, silk, and other manufactured goods, glass-wares, spirits and wines, iron and hardware, sugar and tea.

For steamers, *see* Table.

Letters from England to Canada, *viâ* United States, under ½ oz., 7*d.*; 1 oz., 1*s.* 2*d.*; registr. fee, 4*d.*; newspapers, 1*d.* By Canadian packet, under ½ oz., 6*d.*; 1 oz., 1*s.*; registr. fee, 4*d.*; newspapers, 1*d.*

Money, &c.:—The sovereign = 1*l.* 4*s.* 4*d.* currency; the English crown = 6*s.* 1*d.*; the shilling = 1*s.* 2¾*d.*; the Spanish dollar = 5*s.* 1*d.*; the cent = ½*d.*; the dollar = 4*s.* 2*d.* English.

Weights, &c.:—English.

Hotel:—Russell's.

T. M. from London, 30*s.*

QUEEN'S COUNTY (Ireland). For co. members, *see* **MARYBOROUGH.**

QUEENSTOWN, a sea-port of Ireland, 10 m. E.S.E. Cork; lat. 51° 47′ 32″ N., lon. 8° 13′ 14′ W. Pop. 10,000. The town, being situated on an acclivity, is built in terraces. Principal buildings: parish church, Roman Catholic chapel, market-house, hospital, &c., and extensive new docks.

All the outward and homeward bound American steamers call at Queenstown.

Route from London (Euston Square station), *viâ* Holyhead.

T. M. from London, 4*s.*

RADNOR, a town and parliamentary borough of S. Wales, co. Radnor, 13 m. N.N.E. Brecknock. Pop. of parliamentary borough, 3000. It contains the ruins of a border castle of the Mortimers.

Members of Parliament:—COUNTY; Hon. Arthur Walsh (C.), London residence, 7, Tilney Street, Park Lane, w. BOROUGH; Right Hon. Marquis of Hartington (L.), London residence, 78, Piccadilly, w.

Rail from London (Paddington station) to Brecknock, 11.15 A.M. Fare, 33*s.* 5*d.* 1st cl. Thence to Radnor, by road.

Hotel:—The Eagle.

T. M. from London, 1*s.* 6*d.*

RAGUSA, a fortified sea-port of Austria, on a peninsula in the Adriatic, 38 m. W.N.W. Cattaro; lat. 42° 38′ 9″ N., lon. 18° 7′ E. Pop. 25,000. It has a cathedral, a palace, barracks, &c.

Consul for Ragusa and Cattaro:—Andrew A. Paton, Esq.

The steamers of the Austrian Lloyd's leave Trieste for Ragusa, Tuesdays and Saturdays, at midnight, and Sundays, 7 A.M.; returning Wednesdays, 10 P.M., Fridays, 8 P.M., Sundays, 10 P.M.

T. M. from London, 7*s.* 6*d.*

RAMSGATE, a sea-port of England, co. Kent, on the E. coast of the Isle of Thanet, 15 m. E. by N. Canterbury, 79 m. E.S.E. London by London, Chatham, and Dover railway. Pop. 14,000. The trade is slight, being chiefly importation of eggs, fruit, and provisions. Its coasting trade is pretty extensive, chiefly with London, Newcastle, and Sunderland. A considerable fishery of turbots and soles is carried on. 368 vessels entered and cleared the port last year, with a tonnage of 33,351 tons.

Rail from London (Victoria station), 7 and 10.30 A.M.; 12.45, 2.5, 3.5, 4.20, 5.15, and 6.25 P.M. Fare, 15*s.* 1st cl.

Hotel:—The Royal Albion.

RANGOON, a town, river-port, and chief entrepôt for the foreign trade of British Burmah, on the E. branch of the Irrawaddi, about 26 m. from the sea, 50 m. S.S.W. Pegu; lat. 16° 42′ N., lon. 96° 20′ E. Pop. 26,000. There is neither wharf nor quay. Vessels lie in the stream, and discharge into boats. The exports comprise teak wood, catechu, stick lac, beeswax, elephants' teeth, raw cotton, orpiment, gold and silver, gems, and ponies. The imports are cotton, linen goods from India, British woollens, iron, steel, quicksilver, copper, cordage, borax, sulphur, gunpowder, saltpetre, fire-arms, coarse porcelain, English glass-ware, opium, tobacco, cocoa and areca-nuts, sugar, and spirits.

Through fare from Southampton, *viâ* Calcutta (for steamers, *see* Table) and British India Steam Navigation Co.'s steamers, 107*l.*

RAVENNA, a city of Central Italy, on the Montone, amid extensive but fertile marshes, 43 m. E.S.E. Bologna, 84 m. N.W. Ancona, on the branch line of railway from Bologna to Ancona; lat. 44° 28′ N., lon. 12° 12′ E. Pop. 20,000. The city is famous for its architectural remains.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Dijon, Macon, Culoz, Chambery, Mont Cenis, Susa, Parma, Modena, and Bologna.

Steamers of the Austrian Lloyd's leave Trieste for Ravenna, Wednesdays, 10 P.M.; returning Saturdays, at 10 P.M.

Hotel:—Europa.

T. M. from London, 7*s.* 6*d.*

READING, a town of England, co. Bucks, on the Kennett, close to its junction with the Thames, and on the line of the great Bath road, and of the Gt. Western railway, 38 m. W. London. Pop. 26,000.

Members of Parliament:—Sir F. H. Goldsmid, Bart. (L.), London residence, St. John's Lodge, Regent Park, N.W.; George J. Shaw Lefevre, Esq. (L.), London residence, 18, Spring Gardens, S.W.

Rail from London (Paddington station), 6, 7, 8, 9.20, 10, and 10.10 A.M.; 12.30, 12.45, 2, 2.20, 2.35, 3.30, 4, 4.50, 5.10, 6.20, 7, and 8.10 P.M. Fares, 7*s.* 11*d.* 1st cl.

Hotel:—The Great Western.

REALEJO, a sea-port, Central America, state N. Nicaragua, of which it is the capital, on a bay in the Pacific, 20 m. W.N.W. Leon; lat. 12° 27′ 54″ N., lon. 87° 9′ 30″ W. It has an excellent harbour, composed of a salt-water creek, into which several streams empty themselves, and is one of the ports used for passenger traffic by Lake Nicaragua to California.

For steamers, *see* Table.

REGGIO, the most southernly sea-port of Italy, 8 m. S.E. Messina, on the E. side of its strait; lat. 44° 42′ N., lon. 10° 38′ E. Pop. 33,000. It is fortified, and has a cathedral, chamber of commerce, college, theatre, and export trade in wine, oil, citron, and olives, produced in the vicinity.

Steamers run fortnightly from Ancona to Genoa, calling at Reggio *en route*. Steamers of Messrs. Florio and Co. leave Naples weekly for Catania, calling at Reggio *en route*.

T. M. from London, 7*s.* 6*d.*

RENFREW, a town and parliamentary borough of Scotland, on l. b. of the Clyde, 3 m. N.E. Paisley and 9 m. W.N.W. Glasgow. Pop. 5000.

Member of Parliament:—Rt. Hon. Henry A. Bruce (L.), London residence, 1, Queen's Gate, w.

Rail from London (Euston Square station), *viâ* Carlisle and Paisley. Fare, 70*s.* 1st cl.

T. M. from London, 2*s.*

RENNES, a city of France, dép. Ille-et-Vilaine, in a plain at the confluence of the Ille and Vilaine, 61 m. N. by W. Nantes, on the railway from Paris to Brest; lat. 48° 6′ N., lon. 1° 42′ W. Pop. 46,000. The Vilaine divides it into the upper and lower towns: the former is the largest, is regularly built, and handsome; the latter quite the contrary. It has considerable traffic in linens, butter, cider, and provisions.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, and Le Mans.

Hôtel de l'Europe.

T. M. from London, 3*s.* 4*d.*

RESHT, a town of Persia, cap. prov. Gilan, 16 m. S.E. its port, ENZELLI, which is frequented by Russian vessels; lat. 37° 18′ N., lon. 49° 38′ E. Pop. 50,000. Russian manufactured goods are imported for inland consumption; and silks, fruits, and gall-nuts exported.

Consul:—W. G. Abbott, Esq.

For route from London, *see* NIJNI-NOVGOROD; thence by steamer down the Volga to Astrachan; thence by steamer on the Caspian to Enzelli; thence by local conveyance.

T. M. from London, 26*s.* 6*d.*

RETFORD (EAST), a town and parliamentary borough of England, co. Notts, on the Idle, crossed by a bridge connecting it with the suburb of WEST RETFORD, 21 m. N.N.W. Newark and 138½ m. from London by Gt. Northern railway. Pop. 3000.

Members of Parliament:—Viscount Galway (C.), London residence, 6, Clifford Street, w.; Francis J. S. Foljambe, Esq. (L.), London residence, 13, Norfolk Street, Park Lane, w.

Rail from London (King's Cross station), 7.40, 9, 10, and 12 A.M.; 2.45, 5, 5.25, 8, and 9.15 P.M. Fare, 24*s.* 6*d.* 1st cl.

Hotel:—White Hart.

T. M. from London, 1*s.* 6*d.*

RETIMO, a sea-port of the island of Candia, on its N. coast, 38 m. W. Candia; lat. 35° 22′ 17″ N., lon. 24° 28′ 12″ E. Pop.

8000, Turks and Greeks. It is well built, and defended by a citadel. Harbour shallow. There is some trade in oil and soap.

The steamers of the Austrian Lloyd's leave Syra for Retimo, Sundays, 8 P.M.; returning Mondays, 8 P.M. Fare, 32*s*.

T. M. from London, 9*s*.

REVEL, a sea-port town of Russia in Europe, on a small bay on the S. side of the Gulf of Finland, 200 m. W.S.W. Petersburgh; lat. 59° 37′ N., lon. 24° 39′ E. Pop. 22,000. The exports are corn, spirits, hemp, flax, timber, and other Baltic produce: the imports comprise colonial produce, herrings from Holland and Norway, salt, cheese, wine, tobacco, fruits, dye-stuffs, cotton yarn, stuffs, and other manufactured goods.

Consul:—E. Gerard de Soucanton.

Steamers from St. Petersburgh to Riga touch at this port twice a-week during the summer season.

For route, *see* ST. PETERSBURGH; thence by road.

T. M. from London, 10*s*.

RHODES, a famous island in the Mediterranean, belonging to Turkey, off the S.W. coast of Asia Minor; the city at the N.E. extremity being in lat. 36° 26′ N., lon. 28° 12′ E. It is about 45 m. in length, N.E. and S.W.; and 18 m. across. Pop. 30,000. A chain of mountains runs lengthwise from one end to the other; their highest summit (Mount Artemira) commands a noble view of the island and the adjacent shores of Asia Minor.

Consul:—Alfred Billiotti, Esq.

Steamers of the Austrian Lloyd's leave Constantinople for Rhodes, Thursdays, 4 P.M.; returning Fridays, 8 A.M. Fare, 135*s*. 6*d*. 1st cl.

Steamers of the Messageries Impériales leave Marseilles for Rhodes, 8th, 18th, 28th, at 4.30 P.M.; returning, 6th, 16th, 26th, at 10 A.M. Fare, 446 fr. 1st cl.

T. M. from London, 10*s*.

RHYL, a port of England, N. Wales, 5 m. N.N.W. St. Asaph, at the mouth of the Clwyd. Pop. 3500.

Rail from London (Paddington station), 6, 8, and 10 A.M.; 12.30 and 3.30 P.M. Fare, 36*s*. 6*d*. 1st cl.

Hotel:—Belvoir Castle.

T. M. from London, 2*s*.

RICHMOND, a town and parliamentary borough of England, N. Riding, co. York, on the Swale, 42 m. N.W. York, with which it is connected by the Gt. North of England railway. Pop. 5000. Chief buildings: the old church, a Roman Catholic chapel, and a free grammar-school. Richmond has a scientific society, mechanics' institute, &c.

Member of Parliament:—Sir Roundell Palmer (L.), London residence, 6, Portland Place, w.

Rail from London to Northallerton (King's Cross station), 222 m., 7.40, 9.10, and 12 A.M.; 5.25 and 9.15 P.M. Fare, 42*s.* 2*d.* Thence by branch line.

Hotel:—King's Head.

T. M. from London, 1*s.* 6*d.*

RICHMOND, a city and port of entry of the U. States of America, cap. state of Virginia, on James river, about 150 m. from its mouth in Chesapeake Bay, 130 m. by rail from Washington and 356 m. from New York; lat. 37° 34′ N., lon. 77° 30′ W. Pop. 33,000. The town is built on rising grounds of various shapes, descending to the eastward. The chief street is handsome and spacious, and there is a fine square covering about 10 acres, planted with trees and laid out in gravel-walks. In this square is the capitol and a statue of Washington; near it is the city-hall. The churches are numerous; there is also an armoury, penitentiary, and new theatre. The city is abundantly supplied with water from three reservoirs, and is connected with Buchanan, 175 m. distant by the James River Canal; and by railways with Acuia Creek and Petersburg. It is the depôt for the wheat, hemp, and other produce of a large tract of country.

Rail from New York, *viâ* Philadelphia and Baltimore to Washington, 130 m.; thence by rail to Richmond, 226 m.

Hotel:—The Bullard House.

T. M. from London, 37*s.* 6*d.*

RIGA, an important city and river-port of Russia in Europe, cap. Livonia, on the Dwina, about 9 m. from its embouchure in the Gulf of Riga, 290 m. S.W. St. Petersburgh, with which it is connected by railway. The exports are corn, flax, and hemp; they amounted last year to 3,660,000*l.*, which was nearly a sixth less than the year previous, owing greatly to the failure in the crop of cereals. The imports consist chiefly of sugar and other colonial product, dye-stuffs, wine, cotton, and cotton yarn.

Consul:—James Grignon, Esq.

Steamers run between Hull and Riga every ten days (T. Wilson and Son, Hull).

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Cologne, Berlin, Bromberg, Warsaw, Wilna, and Dünaburg.

T. M. from London, 10*s.*

RIO DE JANEIRO, the capital of Brazil and largest town of S. America, situated on W. side of bay of same name; lat. 22° 54′ S., lon. 43° 9′ W. Pop. 196,000. The trade of Rio is

very extensive and increasing. It is the greatest mart for the export of coffee. The principal article of import consists of cotton goods, the value of which amounts to full one-third of the total value of the imports. The harbour of Rio is one of the finest in the world.

The railroads in Brazil are not making the progress originally hoped for by their promoters. The cost of construction has proved excessive; partly from engineering difficulties, partly from the erection of costly stations, &c., and the scarcity of labour. A railway extends from Pernambuco, 77 m. westwards to Agoa Preta, on the Una; another runs from Bahia northwards to Alagoinhas, in the direction of the San Francisco river; a third extends from Rio de Janeiro northwards to Parahiba; a fourth leads from Santos inland, *viâ* St. Paulo, to Jundiahy.

Consul:—G. S. Lemon-Hunt, Esq.

Steamers of the Pacific Steam Navigation Company from Liverpool call at this port *en route* for Monte Video (12*l.*) and Valparaiso (54*l.* 1st cl.).

Steamers leave Havre for Rio de Janeiro on 20th of every month (E. Grosos, Havre, general agent).

For steamers from Antwerp, Bordeaux, Liverpool, and Southampton, *see* Table.

Letters to Brazil, *viâ* Southampton and *viâ* Liverpool, under ½ oz., 1*s.*; 1 oz., 2*s.*; registr. fee, 4*d.*; newspapers, 1*d.* By French packet, under ¼ oz., 9*d.*; ½ oz., 1*s.* 6*d.*; ¾ oz., 2*s.* 3*d.*; 1 oz., 3*s.*; registr. fee, 9*d.* ¼ oz.; newspapers, 2*d.*, not to exceed 4 oz.

Money (currency same as Portugal):—1 milreis (paper) = 2*s.* 6*d.*; 1 dollar = 4*s.* 2*d.* Besides the paper currency, there are copper coins of 10, 20, and 40 reis.

Weights, measures, &c., same as Portugal.

RIO GRANDE, or SAN PEDRO DO SUL, a town of Brazil, on a low peninsula at the S. of Lake Patos, with a lighthouse, in lat. 32° 7′ S., lon. 52° 8′ W. Pop. 4000. Imports: cigars, coals, cotton, hardware, machinery, tea, woollen and silk manufactures, &c. Exports: hides, dried and salted beef, hair, horns, hoofs, &c.

Consul:—Randal Callander, Esq. Vice-Consul:—Charles E. Berg, Esq.

For route, *see* RIO DE JANEIRO; thence by local steamer.

RIPON, a city and parliamentary borough of England, West Riding, co. York, 10 m. S.W. Thirsk and 23 m. W.N.W. York, on a station of the Leeds and Thirsk branch railway. Pop. 16,000. The ancient cathedral has very fine proportions. The episcopal

palace, town-hall, and council-house are among the principal buildings.

Member of Parliament:—Lord John Hay, C.B. (L.), London residence, Apsley House, Piccadilly, w.

Rail from London (King's Cross), 7.40, 10, and 12 A.M.; 2.45 P.M. Fare, 38*s.* 10*d.* 1st cl.

Hotel:—Black Bull.

T. M. from London, 1*s.* 6*d.*

ROCHDALE, a town of England, co. Lancaster, on the Roch, a tributary of the Irwell, 11 m. N.N.E. Manchester, 37 m. E.N.E. Liverpool, 201¼ m. N.W. London by N.-Western railway. Pop. 40,000. About 10,000 hands are employed in the cotton and woollen factories. Coal and stone abound in the neighbourhood.

Member of Parliament:—Thomas B. Potter, Esq. (L.), London residence, Langham Hotel, w.

Rail from London (Euston Square station), 6.15, 9, 10, and 11 A.M.; 2.45 and 5 P.M. Fare, 33*s.* 9*d.* 1st cl.

Hotel:—Reed's.

T. M. from London, 1*s.* 6*d.*

ROCHELLE, LA, a town and sea-port of France, dép. Charente-Inférieure, of which it is the cap., on the Atlantic, 76 m. S. by E. Nantes and 93 m. N.N.W. Bordeaux; lat. 46° 10′ N., lon. 1° 7′ W. Pop. 19,000. The trade is extensive, not only in wines and brandies, but also in wool, iron, salt, cheese, butter, oil, sardines, and colonial produce.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Orleans, Tours, and Poitiers.

Hôtel de la Poste.

T. M. from London, 3*s.* 4*d.*

ROCHESTER, on the Medway, a river-port and parliamentary borough of England, co. Kent, 7 m. S.E. Gravesend and 33 m. from London by London, Chatham, and Dover railway; lat. 51° 24′ N., lon. 0° 29′ E. Pop. 17,500. The ancient cathedral and the parish church of St. Nicholas are remarkable structures. On a bank rising from the river are the majestic ruins of a Norman castle built by Bishop Gundulph. Coal is the principal import, and hops are exported. 5037 vessels, of 435,672 tons burden, entered and cleared the port during the year 1868.

Members of Parliament:—Philip W. Martin, Esq. (L.), London residence, United University Club, S.W.; Serjeant John A. Kinglake (L.), London residence, 113, St. George's Square, S.W.

Rail from London (Victoria station), 7, 9.15, 10.30, and 11.30

A.M.; 1.15, 2.5, 3.30, 4.20, 4.30, 5.18, 6.25, 7.15, 8.43, and 12 P.M. Fare, 6*s.* 1st cl.

Hotels:—The Bull.—The Victoria.

ROME, the capital of the Papal States, is situated on the Tiber, 17 m. N.E. its mouth in the Mediterranean; lat. of the Roman College, 41° 53′ 52″ N., lon. 12° 28′ 40″ E. Pop. 200,000.

The city is separated by the Tiber into two unequal portions, which are divided into 14 quarters; of these 12 are in Rome proper, or the space on the E. or l. b., called the Borgo and Trastavere; in the former are the Vatican and the castle of St. Angelo. Its walls are 12 m. in circumference, entered by 12 gates. The finest are the Porta del Popolo, the Porta San Giovanni; and the Porta S. Pancrazio. N. of the Capitol is modern Rome; its most populous part occupies the site of the *Campus Martius*. The three principal thoroughfares of Rome diverge from the Piazza del Popolo; the central of these, the Corso, extends for about a mile. Most of the squares and streets are ornamented with fountains, the finest of which is called Aqua Vergine.

Rome has more than 350 churches, many of which are remarkable for their architecture and decorations: of these, the cathedral of St. Peter's is the largest and most sumptuous in the world.

The church of St. John Lateran, in which the Popes are crowned, contains the Corsini chapel. The palace of the Vatican, adjoining St. Peter's, contains the famous library and the richest museum of sculpture in the world (Apollo Belvidere, Torso, Laocoon). The palace of the Quirinal is surrounded by extensive gardens; attached is the palace 'Dataria Apostolica.'

The finest of the private palaces are the Barberini, Doria, Colonna, Rospigliosi, Farnese, Borghese, and Cenci.

Of the scientific and literary establishments, the university of Rome holds the first rank; it is well attended.

The finest theatre of Rome is that of Apollone, on the Tiber; others are the Valle Argentina, &c.

Consul:—Joseph Severn, Esq.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris (arr. *Chemin de fer du Nord*, dep. *Chemin de fer de Lyon*), Dijon, Macon, Culoz, Chambery, Mont Cenis, Susa, Turin, Bologna, and Florence. Another route, *viâ* Marseilles and steamer to Civita Vecchia.

Letters from England to the Papal States *viâ* Mont Cenis, and by French packet *viâ* Marseilles, under ½ oz., 6*d.*; ½ oz., 1*s.*; ¾ oz., 1*s.* 6*d.*; 1 oz., 2*s.*; registr. fee, 6*d.* ½ oz.; newspapers, 1*d.*

Viâ Belgium, under ½ oz., 11*d.*; 1 oz., 1*s.* 10*d.*; registr. fee, 4*d.*; newspapers, 1*d.*

In the Papal States, 1*l.* sterling=4 scudi 7 paoli; 1 scudo=10 paoli or 100 bajocci=4*s.* 2½*d.*; gold 16 scudi=41*s.* French coinage passes current.

Hôtel des Iles Britanniques.

T. M. from London, 8*s.* 4*d.*

ROSARIO, a city of the Argentine Confederation, on the W. b. of the Parana, 210 m. by this river N.W. of Buenos Ayres; lat. 32° 17′ S., lon. 60° 6′ W. Pop. 30,000. The exports comprise hides, hair, calf, goat, and sheep skins, wool, tallow, copper, &c. Rosario promises to become a place of commercial importance. Favourably situated on a great navigable river, the Central Argentine railway connects it with Cordova, an important city N.W. of Rosario, and 247 m. distant by rail. The line is open as far as Villa Nueva, 157 m.; the remaining 90 m. will be quite ready by spring. Cordova opens up a fertile country, abounding in natural resources; and places in view, if not a direct through railway to the W. coast (from which a line is being driven eastwards from Caldera), still commercial communication with Chili and Bahia.

Consul:—Thomas Joseph Hutchinson, Esq.

For route, *see* BUENOS AYRES; thence by local steamer.

ROSCOMMON, cap. of co. same name, Ireland, 17 m. N.N.W. Athlone. Pop. 5500. The town has an increasing corn trade.

Members of Parliament for county:—Rt. Hon. Col. F. French (L.), London residence, 68, Warwick Square, s.w.; C. O. O'Conor (The O'Conor Don), London residence, 29, Half-Moon Street, w.

Route from London (Euston Square station), *viâ* Holyhead and Kingstown.

T. M. from London, 4*s.*

ROSS and CROMARTY (Scotland). For co. members, *see* **DINGWALL.**

ROSTOCK, a city and sea-port of N. Germany, in the grand duchy of Mecklenburg-Schwerin, on the Warnow, 9 m. above its mouth in the Baltic, and 40 m. N.E. Schwerin, with which it is connected by railway; lat. 54° 4′ N., lon. 12° 15′ E. Pop. 27,000. The exports comprise wheat, barley, pease, rape-seed, oats, wool, bones, and cattle. The total value of exports is about 285,000*l.* annually. The imports are colonial products, spices, wines, and manufactured goods. The outer port is Warnemunde, at the mouth of the Warnow.

Consul:—Charles Schultze, Esq.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Cologne, Berlin, and Hagenau.

ROTHESAY, a sea-port and borough of Scotland, co. Bute, 30 m. W. by S. Glasgow. Pop. 8000. Is much resorted to by invalids.

Member of Parliament:—Co. BUTE; Charles Dalrymple, Esq. (C.), London residence, 2, Clarges Street, W.

Rail from London (King's Cross station) to Glasgow, 10 A.M.; 8 and 9.15 P.M. Fare, 70*s.* 1st cl. Thence to Rothesay by steamer, daily, 7 A.M.

Hotel:—Queen's.

T. M. from London, 2*s.*

ROTTERDAM, a city of the Netherlands, on the Meuse, where it is joined by the Rotte, 17 m. from its mouth, 38 m. S.S.W. Amsterdam, with which it is connected by railway; lat. 51° 55′ N., lon. 4° 29′ E. Pop. 114,000. The exports are cheese and butter, madder, clover, rape, hemp and flax seeds, rape and linseed oils, linen, spices, coffee, sugar, cochineal, indigo, cotton, tea, tobacco, and all sorts of eastern and colonial products. The imports are arrack, coffee, cotton, dye-woods, hides, indigo, oils, rice, spices, sugar, tea, tin, tobacco.

16,709 vessels entered and cleared the port last year, with a tonnage of 4,166,195 tons.

Consul:—Sir R. F. Turing, Bart.

The steamers of the General Steam Navigation Company (offices, 71, Lombard Street) leave London for Rotterdam every Tuesday and Saturday, according to tide. Also the Netherlands Steamboat Company's steamers, every Tuesday and Sunday morning (Phillipps, Graves, Phillipps, & Co., St. Dunstan's House, St. Dunstan's Hill, E.C., London). There is also communication between London (Shoreditch station), *viâ* Harwich and Gt. Eastern Railway Company's steamers, every Tuesday, Thursday, and Saturday.

Hotel:—Adler.

T. M. from London, 3*s.* 9*d.*

ROUEN, one of the principal cities of France, dép. Seine-Inférieure, of which it is the cap., on the Seine, 44 m. from its mouth and 67 m. N.W. Paris, on the railway from Paris to Havre; lat. 49° 31′ N., lon. 1° 7′ E. Pop. 103,000. Rouen is eminent for its cotton manufactures. It is also famous for broad silks, velvets, hardware, superior earthenware, and chemical products.

Consul:—H. F. Herring, Esq.

Route from London, by rail (fixed mail services), from Charing

Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Abbeville, and Amiens.

Hôtel de l'Angleterre.

T. M. from London, 3*s.* 4*d.*

ROUSTCHOUK, a fortified city of European Turkey, Bulgaria, on the Danube, 155 m. E. Nicopolis; lat. 43° 50′ N., lon. 26° E. Pop. 33,000. It has a citadel, numerous mosques, manufactures of cotton, wool, and silk, and a brisk trade.

Consul:—Sir R. A. D. Dalyell, Bart.

Steamers run from Constantinople to Varna (*which see*) twice a-week; rail from thence to Roustchouk, 140 m.—150 piastres 1st cl.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Cologne, Frankfort, Vienna, Pesth, and Basiasch; thence by Danube steamer to Roustchouk.

T. M. from London, 9*s.*

ROXBURGH. For co. members, *see* **JEDBURGH.**

RUNCORN, a town of England, co. Chester, 225 m. from London by London and N.-Western railway; lat. 53° 21′ N., lon. 2° 45′ W. Pop. 11,000. The town has docks, and considerable trade, arising from its favourable position. 3019 vessels, of 230,607 tons burden, entered and cleared the port during the year 1868.

Rail from London (Euston Square station), 6.15, 7.40, and 10 A.M.; 5 P.M. Fare, 33*s.* 1st cl.

Hotel:—Wilson's Commercial.

T. M. from London, 1*s.* 6*d.*

RUTLAND. For co. members, *see* **OAKHAM.**

RYE, a cinque port and town of England, co. Sussex, on the Rother, 3 m. from its mouth, 38 m. E. by N. Brighton and 71½ m. S.S.E. London, on the S.-Eastern railway. Pop. 9000. The town, which stands on the edge of an extensive tract of marsh land running along the coast as far as Hythe, consists of several regular and well-formed streets, lined with good houses, which command fine views of the channel. A considerable quantity of hops are raised in the neighbourhood. 452 vessels, of 38,775 tons burden, entered and cleared the port during the year 1868.

Member of Parliament:—J. S. Hardy, Esq. (C.), London residence, 87, Belgrave Road, S.W.

Rail from London (Charing Cross station), 6.25, 7.40, and 9.23 A.M.; 4.48 and 6.35 P.M. Fare, 15*s.* 1st cl.

Hotel:—The George.

SAN FRANCISCO, a city and sea-port of the United States, in California, on the S. promontory inside the bay of same name, a little to the S. of its entrance from the Pacific; lat. 37° 48′ N., lon. 122° 30′ W. Pop. 120,000. In 1848 it only had 800. The principal trade is with China, Australia, the Eastern Archipelago, and the Polynesian islands. The receipts of gold and silver, the produce of the Pacific portion of the Union for 1868, amounted to 10,234,790*l*. The export of gold and silver amounted to 8,588,880*l*. The next principal article of export was wheat, the value of which was 1,727,070*l*. The growth of wool has also greatly increased; the value exported was 485,530*l*. Through the opening of the Pacific railway from New York, an immense boon has been conferred upon the traveller to and from the W. coast of N. America. The route to San Francisco from New York will be found under the head of the latter city. From Sacramento there are two ways of reaching San Francisco, the one *viâ* STOCKTON by rail, the other *viâ* VALLEJO by rail and steam-ferry.

San Francisco is the great entrepôt for one of the giant ocean steam lines of the world (the Pacific Mail Company), whose ships serve the various ports on the east from New York to Panama; on the west from Panama to San Francisco, and from thence to China and Japan, thus narrowing the transit between the two hemispheres to 50 days between England and China, and only 41 between England and Japan.

Consul:—William Lane Booker, Esq., F.R.G.S.

Steamers of the N. Pacific Transportation Co. leave San Francisco for Victoria (Vancouver's) thrice monthly, in connection with the steamers of the Pacific Mail Steamship Co. from Panama.

For steamers from Europe, *see* Table.

Hotel:—Occidental.

T. M. from London, 45*s*.

SAN JOSÉ, a port of Central America, cap. of state Costa Rica, 15 m. N.W. Carthago; lat. 8° 30′ N., lon. 83° 13′ W. Pop. 30,000. The city is surrounded by rich coffee plantations, coffee forming the chief export. 8930 tons were exported last year.

For route, *see* PUNTA ARENAS; thence by local conveyance.

Consul:—Allan Wallis, Esq.

Letters from England to Costa Rica, *viâ* Panama, under ½ oz., 1*s*.; 1 oz., 2*s*.; registr. fee, 4*d*.; newspapers, not exceeding 1 oz., 4*d*.

SAN JOSÉ, a port of Guatemala; lat. 13° 10′ N., lon. 88° 3′ W.

Consul-General for Guatemala:—E. Corbett, Esq. Consul for San José:—William Everall, Esq.

For steamers, *see* Table.

SAN SALVADOR, the smallest of the republics of Central America, extends from lat. 13° 5′ to 14° 10′ N., lon. 87° to 90° 10′ W. Pop. 600,000; area, 7335 sq. m. The bay of Fonseca separates it from Nicaragua, and the river Paza from Guatemala. Along the N. frontier are the celebrated silver mines of Tobanco and Sociedad, and the gold mines of Capatillas. There are rich iron mines, and vast beds of brown coal. The exports consist chiefly of indigo, ores, balsam, skins, rice, and sugar.

For route from London, *see* La Libertad; thence by local conveyance.

SANTA MARTHA, a sea-port of Granada, Central America; lat. 11° 27′ N., lon. 74° 4′ W. Pop. 7000. It is the capital of the province of Magdalena, lies about 45 m. from the mouth of the river of same name, and is surrounded by high mountains.

Steamers ply on the Magdalena between Santa Marta and Honda (Route to Bogoto).

For steamers from Europe, *see* Table.

ST. ANDREW'S, a sea-port of Scotland, on the E. coast of Fifeshire; lat. 56° 21′ N., lon. 2° 48′ W. Pop. 9000. It has an ancient cathedral and university.

Member of Parliament:—Edward Ellice, Esq. (L.), London residence, 10 Eaton Place, S.W.

Rail from London to Edinburgh (King's Cross station), 10 A.M.; 8 and 9.15 P.M. Fare, 70*s.* 1st cl. Thence by N. British rail (44½ m.).

T. M. from London, 2*s.*

ST. DENIS, a port of the French colony of the island of Bourbon, or Ile de la Réunion, Indian Ocean, on the N. coast of the island, at the mouth of the river St. Denis; lat. 20° 52′ N., lon. 55° 30′ 24″ E. Pop. 20,000.

Consul:—Capt. W. F. Segrave, Esq.

For steamers, *see* Table.

Letters from England to Réunion, by French packet, under ¼ oz., 8*d.*; ¼ oz., 1*s.* 4*d.*; ¾ oz., 2*s.*; 1 oz., 2*s.* 8*d.*; registr. fee, 8*d.*, ¼ oz.; newspapers, 3*d.*

ST. ETIENNE, a considerable manufacturing town of France, dép. Loire, 20 m. from Montbrison and 31 m. S.W. Lyons, on the railway from Lyons to Le Puy; lat. 45° 26′ N., lon. 4° 24′ E. Pop. 100,000. Besides manufactures in hardware, fire-arms, and cutlery, it produces large quantities of silk ribbons. Its industry is greatly assisted by the coal-fields in the vicinity.

Route from London by rail (fixed mail services), from Charing

Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Dijon, and Lyons.

T. M. from London, 3*s.* 4*d.*

ST. HELENA, an island of the S. Atlantic Ocean, famous as the scene of Napoleon's imprisonment and death. It belongs to Great Britain, and is situated 800 m. S.E. from Ascension Island, and 1200 m. W. from the coast of S. Africa; lat. 15° 55′ S., lon. 5° 46′ W. Pop. 7000. The imports amount to little more than 100,000*l.* per annum, the exports to one-fourth. The anchorage at James Town is good, in 12 fathoms water, and the port is well protected from the winds. Longwood, the residence of Napoleon I., stands on the plateau, in the middle of an extensive park.

For steamers, *see* Table.

Hotel:—British Royal.

ST. IVES, a sea-port and parliamentary borough of England, co. Cornwall, on its N. coast, 7¼ m. N.E. Penzance and 322¼ m. from London, *viâ* Plymouth, by Gt. Western railway; lat. 50° 13′ N., lon. 5° 29′ W. Pop. 8000. The town has pilchard fishery and exports of copper, tin, and slates.

Member of Parliament:—Charles Magniac, Esq. (L.), London residence, 49, Upper Grosvenor Street, W.

Rail from London (Paddington station), 6, 9.15, 10.10, and 11.45 A.M.; 4.50, 8.10, and 9 P.M. Fare, 68*s.* 8*d.*

Hotel:—The Western.

T. M. from London, 2*s.*

ST. JOHN, capital of New Brunswick, a British and colonial territory in N. America, between lat. 45° and 48° 5′ N., lon. 63° 47′ and 67° 53′ W., connected at its E. corner with Nova Scotia by an isthmus of 14 m. across. Pop. of city, 35,000. It is imposingly situated on a bold and rocky peninsula, the scenery at the mouth of St. John's river being very striking. Navigation difficult on account of a chain of rapids. Vessels can only pass when waters of river and harbour are on a level, twenty minutes each tide. Large quantities of timber are rafted down the river from the forests above.

For steamers from Europe, *see* BOSTON; thence by steamer, Mondays and Thursdays, to Halifax; thence to Windsor, 45 m., by rail; thence by steamer, 110 m.

Prince Edward Island, Nova Scotia, and New Brunswick are connected by electric telegraph.

Letters from England to New Brunswick and Prince Edward Island, *viâ* Halifax, under ½ oz., 6*d.*; 1 oz., 1*s.*; registr. fee, 4*d.*;

newspapers, 1*d.*; *viâ* United States, under ½ oz., 7*d.*; 1 oz., 1*s.* 2*d.*; registr. fee, 4*d.*; newspapers, 2*d.*

Hotel:—Waverley House.

T. M. from London, 30*s.*

ST. JOHN'S, the capital of the British colony of Newfoundland, on a bar of the E. coast; lat. of Fort Townshend, 47° 33′ 6″ N., lon. 52° 43′ W. Pop. 20,000. It has an excellent harbour, defended by several batteries.

For steamers, *see* Table.

Letters from England to Newfoundland, under ½ oz., 6*d.*; 1 oz., 1*s.*; registr. fee, 4*d.*; newspapers, 1*d.*

T. M. from London, 30*s.*

ST. KITTS, or **ST. CHRISTOPHER,** an island, Windward Islands, British W. Indies; lat. 17° 20′ N., lon. 62° 46′ W. Area, 103 sq. m. Pop. 25,000. The island is traversed from N. to S. by volcanic mountains.

For steamers, *see* Table.

ST. LUCIA, one of the British West India Islands belonging to the Windward group; lat. of the cap., CASTRIES, 14° N., lon. 60° 58′ W. Pop. 29,000. The staple product is sugar-cane, the only other article deserving of notice is cocoa.

For steamers, *see* Table.

ST. MALO, a fortified sea-port of France, dép. Ile-et-Vilaine, on the English Channel, near the mouth of the Rance, 40 m. N.N.W. Rennes; lat. 48° 39′ N., lon. 2° 1′ W. Pop. 10,000. Exports: grain, tobacco, oil-seeds, soap, wine, and timber. Imports: coal, iron, and hardware.

Consul:—Colonel Malcolm MacGregor.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Chartreuse, Le Mans, and Rennes.

T. M. from London, 3*s.* 4*d.*

ST. MICHAEL, the largest of the Azore Islands, in the Atlantic Ocean, belonging to Portugal; lat. 37° 44′ N., lon. 25° 30′ W. Pop. 85,000. Length of the island from E. to W. 36 m. There are many mineral springs and lakes. Products: maize, wheat, beans, and wine.

Consul:—Hon. Edmund J. Monson.

Steamers occasionally from Lisbon.

ST. NAZAIRE, a sea-port of France, dép. Loire-Inférieure, close to the mouth of the Loire, 30 m. W. Nantes; lat. 47° 16′ N., lon. 2° 12′ W. Pop. 12,000. It is the great entrepôt for the steamers of the Compagnie Générale Transatlantique, which

connect France with North and Central America, the W. Indies, and the W. coast of S. America, *viâ* Panama. Trains run four times a-day between Nantes and St. Nazaire.

Consul:—Henry Prince Sutton, Esq.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Tours, Angers, and Nantes.

T. M. from London, 3*s.* 4*d.*

ST. PETERSBURGH, the cap. of Russia, in the Gulf of Finland, where it receives the river Neva, by which the city is intersected, and at the terminus of the railways from Moscow and Warsaw; lat. 59° 58′ N., lon. 30° 26′ E. Pop. 580,000. It is of a circular form, standing partly on the mainland and partly on the islands formed by the branches of the river. The streets are regularly laid out, and cross each other at right angles. The principal channel of the river is faced with noble granite quays, the length and magnificence of which, together with the elegance of its squares and public buildings, render it one of the finest cities in Europe.

St. Petersburgh has a most extensive foreign trade, and by means of its canals goods are brought from the Caspian Sea. The iron and furs of Siberia and the teas of China are received in the same way. Immense quantities of the more valuable and less bulky goods are brought by sledges in the winter upon the ice. The chief exports are tallow, hemp and flax, iron, copper, wheat, timber, potashes, canvas and coarse linen, linseed and hempseed, oils, furs, hides, leather, bristles, fox-hair, and squirrel skins; cordage, caviare, wax, isinglass, and tar. The imports are sugar and other colonial produce, cottons, dye-stuffs, wine, silks, woollens, hardware, linen, salt, lead, tin, and coal.

Consul:—Thomas Michell, Esq.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Aix, Cologne, Düsseldorf, Minden, Hanover, Magdeburg, Berlin, Bromberg, Dirschau, Königsberg, Wilna, and Dünaburg. Through fare, 14*l.* 7*s.* 10*d.* 1st cl. Or, *viâ* Ostend, Bruges, Ghent, Brussels, &c.—14*l.* 4*s.* 3*d.*

Travellers cannot enter Russia without being provided with a Russian passport, or a passport countersigned by a Russian ambassador or consul.

Letters to Russia, *viâ* Belgium, under ½ oz., 9*d.*; 1 oz., 1*s.* 6*d.*; registr. fee, 4*d.*; newspapers, 4*d.*, not exceeding 4 oz.; *viâ* France, under ¼ oz., 1*s.* 2*d.*; ½ oz., 2*s.* 4*d.*; ¾ oz., 3*s.* 6*d.*; 1 oz., 4*s.* 8*d.*; registr. fee, 1*s.* 2*d.* ¼ oz.; newspapers, 4*d.*, not exceeding 4 oz.

Money:—The sovereign = 6 silver roubles 20 copecks; gold half-imperial = 16*s.* 3*d.*; silver rouble = 3*s.*; paper rouble = 2*s.* 6*d.* The rouble has 100 copecks.

Weights, &c.:—1 lb. Russian = $\frac{9}{10}$ lb. English; 1 pood, or 40 lbs. Russian = 36 lbs. English; 63 poods = 1 ton; 100 chetvort = 70 quarters

Hôtel de l'Angleterre.

T. M. from London, 10*s.*

ST. SERVAN, a town and sea-port of France, on the Rance, immediately behind St. Malo; lat. 38° 42′ N., lon. 6° 20′ W. Pop. 13,000. It is well built, and has a good harbour, divided into parts by the Solido, an isolated tower about 60 ft. in height.

For route from London, *see* ST. MALO.

Steamers run daily on the Rance to Dinan; *see* also ST. MALO.

Hotel:—Union.

T. M. from London, 3*s.* 4*d.*

ST. THOMAS, one of the Virgin Islands in the West Indies, belonging to Denmark; lat. 18° 20′ N., lon. 65° W. Area, 37 sq. m. Pop. 13,000. Surface mountainous, and violent hurricanes frequently experienced. Sugar and cotton are the principal products. St. Thomas is the head-quarters of the Royal Mail Steam-packet service in the W. Indies (J. B. Cameron, Esq., superintendent).

Consul:—James D. Lamb, Esq.

A steamer leaves St. Thomas for La Guayra, Porto Cabello, and Curaçoa (*which see*), on the arrival of the Royal Mail Steam-packet from Southampton.

Steamers leave Halifax for St. Thomas, *viâ* Bermuda, monthly, and *vice versâ*. Also, steamers occasionally leave St. Thomas for Demerara and Paramaribo, and *vice versâ*.

For steamers from Europe, *see* Table.

ST. VINCENT, one of the Cape Verde Islands, in the Atlantic Ocean, S.E. San Antonio; length, 15 m.; greatest breadth, 9 m.; lat. 16° 37′ N., lon. 25° 2′ W. The surface of the island is mountainous. PORTO GRANDE is one of the largest and safest bays in these islands. It is a free port, and a coaling station for ocean steamers.

Consul:—James Reginald Graham, Esq. Vice-Consul:—T. M. Miller, Esq.

The Consul for ST. JAGO, which is the most S. of the Cape Verde Islands (lat. 15° N., lon. 23° 40′ W; pop. 18,000), is H. J. M. Oliveira, Esq.

For steamers, *see* Table.

SACRAMENTO, a city of the United States and capital of California, lies at the confluence of the American and the Sacramento rivers, 125 m. from San Francisco by water; lat. 38° 32′ N., lon. 121° 30′ W. Pop. 10,000. It is 3 m. in extent, and has many fine buildings. The streets run parallel with the river. Principal edifices: the new capitol, the court-house, masonic hall, &c. Sacramento is a terminal station on the Great Central Pacific railroad from New York to San Francisco.

Steamers run daily to and from all points on the Upper Sacramento and Feather rivers.

For route, *see* NEW YORK; thence by Union Pacific railway.

T. M. from London, 45*s*.

SAI-GON, a city and river-port in French Cochin China; lat. 10° 47 N., lon. 106° 45′ E. Pop. 180,000. The principal articles exposed for sale in the shops are silks, paper, tea, and Chinese earthenware. The markets are well supplied with poultry, hogs, and oxen. Fruit is in great abundance. Rice is the principal article of cultivation.

Consul:—J. G. Caswell, Esq.

For steamers, *see* Table.

SALAMANCA, a city of Spain, on the Tormes, a tributary of the Douro, crossed here by a handsome bridge of twenty-seven arches, 119 m. W.N.W. Madrid; lat. 41° 13′ N., lon. 5° 43′ W. Pop. 16,000. The city stands on three small hills, and is surrounded by walls. The streets are narrow, crooked, and extremely dirty. There is an ancient cathedral and a celebrated university. The manufactures are inconsiderable.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Bordeaux, Bayonne, Burgos, and Valladolid.

Hotel:—De los Toros.

T. M. from London, 7*s*.

SALFORD, a parliamentary borough in England, and virtually a part of the city of Manchester, in the S. division co. Lancaster; lat. 53° 29′ N., lon. 2° 16′ W. Pop. 125,000, It is connected with Manchester by several bridges over the Irwell. The Roman Catholic cathedral and the town-hall are worthy of note.

Members of Parliament:—Charles E. Cawley, Esq. (C), London residence, National Club, S.W.; William Thomas Charley, Esq. (C.), London residence, 5, Crown Office Row, Temple, E.C.

For rail, &c., *see* MANCHESTER.

T. M. from London, 1*s*. 6*d*.

SALISBURY, a city of England, co. Wilts, of which it is the cap., on the Avon, here crossed by three stone bridges, 21 m. W. Winchester, and 83¼ m. W.S W. London, on the London and S.-Western railway. Pop. 13,000. The city is built with great regularity, having nine principal streets, crossed by the same number intersecting them at right angles. There is a fine market-place and town-hall, with a public library and reading-room, but the most striking feature is the cathedral, which is the highest and finest in England. It is built in the form of a double cross, and its spire is more than 400 ft. high.

Members of Parliament:—Co. WILTS; *North*, Sir G. S. Jenkinson, Bart. (C.), London residence, 33, Chesham Street, Belgrave Square, S.W.; Lord Charles W. B. Bruce (L.), London residence, 10, Hertford Street, W. *South*, Lord H. F. Thynne (C.), London residence, 83, Portland Place, W.; Th. Fraser Grove, Esq. (C.), London residence, Army and Navy Club, S.W. BOROUGH; Dr. J. A. Lush, Esq. (L.), London residence, Westminster Palace Hotel, S.W.; Alfred Seymour, Esq. (L.), London residence, 47, Eaton Square, S.W.

Rail from London (Waterloo station), 6.45, 10.50, and 11.40 A.M.; 3.50 and 5.50 P.M. Fare, 17*s.* 6*d.* 1st cl.

Hotel:—The White Hart.

SALONICA, a sea-port of Turkey, on Gulf of Salonica, 315 m. W.S.W. Constantinople; lat. 40° 37′ 44″ N., lon. 22° 50′ E. Pop. 75,000. It has a magnificent appearance from the sea. The mosque of St. Sophia is a beautiful structure. Trade is important, exports consisting of corn, tobacco, timber, and wool. Imports: sugar, coffee, dye-woods, indigo, &c. Vessels anchor before the town.

Consul:—Richard Wilkinson, Esq.

The steamers of the Austrian Lloyd's leave Constantinople for Salonica, Saturdays, 4 P.M.; returning Sundays, at 3 P.M. Fare, 93*s.* The steamers of the Messageries Impériales leave Constantinople for Salonica, Fridays, 4 P.M.; returning Tuesdays, 4 P.M.

Steamers of Messrs. Marc Fraissinet, père et fils, leave Marseilles for Salonica, 1st, 11th, and 21st, 8 A.M. Fare, 300 fr. 1st cl.

T. M. from London, 9*s.*

SAMANCO, a bay and port of Peru, between the bays of Casma and Ferriol; lat. 9° 13′ S., lon. 78° 33′ W. It extends about 6 m. between N.W. to S.E., with a width of 3 m., and is the most extensive harbour on the Peruvian coast N. of Callao. To the N. lies the minor port of SANTA; lat. 9° 2′ S., lon. 78° 8′ W.

For steamers, *see* Table.

SAMOS, a famous island of the Ægean Sea, belonging to Turkey, off the W. coast of Asia Minor, from which it is separated by the narrow strait called the Little Boghaz, 2 m. across; lat. 37° 43′ N., lon. 26° 38′ E. Pop. 50,000, mostly Greeks. A chain of mountains runs from one extremity to the other; most of them are covered with forests of oak and other timber. It has several extensive valleys, especially on the S., which are well watered by streams from the hills, producing excellent crops of wheat and other grain, with olives, figs, oranges, and other fruits, wine, silk, and cotton. Oil and valonia are considerable articles of export.

Consul:—Gregorio L. Marc, Esq.

For route, *see* SCIO. Thence by sailing packet.

SAMSOON, a sea-port of Asiatic Turkey, on the Black Sea, 166 m. W.N.W. Trebizond; lat. 41° 20′ N., lon. 36° 22′ E. Pop. 3000. This place is an entrepôt for the copper, timber, tobacco, and grain of the interior, for export to Constantinople. The imports and exports amount to about a million sterling annually. The roadstead is open, and not very safe.

Consul:—Edward R. Barker, Esq.

The steamers of the Austrian Lloyd's leave Constantinople for Samsoon, Fridays, at noon; returning Saturdays, 9 A.M. Fare, 88*s.* 6*d.* The steamers of the Messageries Impériales leave Constantinople for Samsoon, Mondays, 2 P.M.; returning Mondays, 11 A.M.

T. M. from London, 15*s.* 6*d.*

SANA, a city of Arabia, the cap. of Yemen and residence of the Imam, in a valley from 6 to 9 m. in breadth, and 4000 ft. above the sea, near the head of the Ghab river, about 150 m. N.N.E. Mocha; lat. 15° 25′ N., lon. 44° 16′ E. Pop. 40,000. The principal trade is in coffee. The imports are chiefly piece-goods and Persian tobacco.

For route, *see* SUEZ; thence by steamer of the Medjidieh Co., or native sailing vessel, to Mocha. Thence by dromedary (8 days).

SANDWICH, a cinque port and parliamentary borough of England, co. Kent, on the Stour, 4 m. N. Deal, and 86½ m. from London by S.-Eastern railway. Pop. 2500. It is nearly enclosed by remains of fortifications, and has an antique look about it. Exports: agricultural produce, wool, and malt. Imports: coal, &c.

Members of Parliament:—E. H. Knatchbull-Hugessen, Esq. (L.), London residence, 2. St. James's Place, S.W.; Henry A. Brassey, Esq. (L.), London residence, 51, Queen's Gate, W.

Rail from London (Charing Cross station), 6.25, 7.40, and 9.23 A.M.; 12.15, 12.38, 2.15, 3.5, 4.48, and 6.35 P.M. Fare, 16*s.* 1st cl.

SANTANDER, a port of Spain, on a headland extending into the Bay of Biscay, 53 m. W.N.W. Bilbao, on the railway from Madrid, of which it is the terminus; lat. 43° 30′ N., lon. 3° 51′ W. Pop. 35,000. It has a cathedral and other churches, several hospitals, college, theatre, and is a thriving commercial place. Exports: chiefly wheat and flour. Imports: cocoa, sugar, woollens, hides, raw cotton, wine, and timber.

The Spanish screw-steamers (R. MacAndrews & Co., Bond Court Chambers, Walbrook, E.C., London) run weekly from London to this port. Fare, 170*s.* 1st cl.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Bordeaux, Bayonne, Burgos, and Valencia.

T. M. from London, 7*s.*

SANTIAGO DE CHILE, the capital of Chili, on the Maypocho, 60 m. E.S.E. Valparaiso; lat. 33° 22′ S., lon. 70° 38′ W. Pop. 85,000. The city is surrounded with a dyke to protect it against inundations of the river. In the 'Plaza Major' are the cathedral, government palace, court-house, and a large fountain, which supplies the greater part of the city with water. There are many fine convents. The country is fertile and well cultivated.

The overland route between Chili on the east and Buenos Ayres on the W. starts at Santiago, and crosses the Cordilleras through St. Louis and Rosario, in the Argentine Republic.

Consul-General :—W. Taylour Thomson, Esq. Vice-Consul: —George Smith, Esq.

For route, *see* VALPARAISO; thence by rail.

SANTIAGO DE CUBA, a port of the island of Cuba, formerly its cap., on the river Santiago, 6 m. from its mouth on the S. coast; lat. 20° N., lon. 75° 48′ W. Pop. 40,000. It is the most unhealthy place in Cuba, but the mountains in the vicinity are salubrious. The port is good and well sheltered.

Consul :—Wallaston F. Ramsden, Esq.

For steamers from Europe, *see* HAVANNAH.

T. M. from London, 125*s.* for 20 words.

SANTOS, a sea-port of Brazil, 50 m. S.S.E. San Paul, of which it is the port, on the N. side of the island Engua Guaçu; lat. 23° 55′ S., lon. 46° 19′ W. Pop. 8000. Its harbour admits large vessels, and it has an active export trade, chiefly in sugar, tobacco, hides, lard, bacon, &c.

Consul:—E. Bushby, Esq. (*acting*).

For steamers from Liverpool, *see* Table.

Steamers leave Havre for Santos on 20th of every month (E. Grosos, Havre, general agent).

SARAGOSSA, a city of Spain, in a fine plain on the Ebro, crossed here by two bridges, 87 m. S.E. Pampeluna, 156 m. W. by N. Barcelona, 176 m. E.N.E. Madrid, on the railway from Barcelona to Madrid; lat. 41° 45′ N., lon. 0° 52′ W. Pop. 65,000. The limits of the town are marked by a wall, and there are eight principal and two smaller gates. It is divided into four quarters and two suburbs, comprising upwards of 200 long, narrow, ill-paved streets. There are an immense number of churches and two cathedrals, five public almshouses, an exchange, and two barracks.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Bordeaux, Bayonne, Vittoria, Miranda, and Tudela.

Hôtel de l'Europe.

T. M. from London, 7*s*.

SARAWAK, a country of Borneo, on the W. coast of the island, between lat. 1° and 2° N. and lon. 109° 40′ and 111° 40′ E. Pop. 15,000. It was governed until lately by a chief of British origin, Sir J. Brooke, who took the title of rajah. The rajahship has fallen to his son. The district yields the most abundant supply of sulphuret of antimony in the world. Exports: gutta-percha, gold-dust, sago, and wax. Imports: cotton stuffs, rice, opium, and fire-arms.

English missionaries have established churches and schools for the natives.

Consul:—Elliott John Marten, Esq.

For route, *see* SINGAPORE; thence by sailing vessel.

Letters from England to Borneo, *viâ* Marseilles, by British and by French packet, under ½ oz., 1*s*. 4*d*.; 1 oz., 2*s*. 8*d*.; registr. fee, 4*d*.; newspapers, 4*d*. *Viâ* Southampton, under ½ oz., 1*s*.; 1 oz., 2*s*.; registr. fee, 4*d*.; newspapers, 2*d*.

SAUMUR, a town of France, on the river Loire, 28 m. S.E. Angers, on the railway from Angers to Tours; lat. 47° 18′ N., lon. 0° 7′ W. Pop. 14,000. The Loire here forms several islands, and is crossed by five or six bridges, one of which, a stone one of twelve arches, 284 yds. in length, is considered one of the finest in France, and connects the town with its suburb of La Croix Verte. It has various manufactures, and a brisk trade in provisions.

Route from London, by rail (fixed mail services), from Charing

Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Orleans, and Tours.

Hôtel d'Anjou.

T. M. from London, 3*s.* 4*d.*

SAVANNAH, a sea-port, United States, North America, on the Savannah, about 18 m. from its mouth, 100 m. S.W. Charleston; lat. 32° 3′ N., lon. 81° 7′ W. Pop. 35,000. It is the largest city in Georgia, with wide and unpaved streets, studded with fragrant china, pride of India, and magnolia trees, and full of little parks.

Consul:—William Tasker Smith, Esq., F. Anthrop. Soc. L.

Steamers ply daily to Augusta and other places on the Savannah river.

Steamers leave New York for Savannah every Saturday; returning Saturdays (Garrison and Allen, 5, Bowling Green, New York, agents).

Hotel:—Pulaski House.

T. M. from London, 37*s.* 6*d.*

SCARBOROUGH, a sea-port of England, co. York, on a rocky slope rising from an extensive bay, 35 m. N.E. York, 233¾ m. N. London by Gt. Northern railway. Pop. 20,000. It is well built. The chief public buildings are the town-hall, Trinity-house, news-room, assembly-rooms, theatre, sea-bathing infirmary, and public libraries. From the old castle there is a fine prospect. A small foreign and considerable coasting trade is carried on.

435 vessels entered and cleared the port last year, with a tonnage of 26,286 tons.

Members of Parliament:—John Dent Dent, Esq. (L.), London residence, 2, Stanhope Pl., Hyde Park, w.; Sir Harcourt Johnstone, Bart. (L.), London residence, 34, Belgrave Square, s.w.

Rail from London (King's Cross station), 7.40, 9, 10, and 12 A.M.; 9.15 P.M. Fare, 43*s.* 3*d.* 1st cl.

Hotel:—The Grand Hotel.

T. M. from London, 1*s.* 6*d.*

SCHAFFHAUSEN, a town of Switzerland, on the Rhine, 25 m. W. by N. Constance, and 49 m. E.N.E. Basel, on the railway from Basel to Constance; lat. 46° 59′ N., lon. 7° 39′ E. Pop. 9000. The town is a principal depôt for goods passing between Switzerland and Germany, and Basel and Zurich, consisting of silk, cotton, and woollen goods, raw cotton, colonial produce, and Swiss cheeses. The celebrated fall of Schaffhausen, a cataract of the Rhine, is about 3 m. S.S.W. of the town.

Route from London, by rail (fixed mail services), from Charing

Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Cologne, Frankfort, Heidelberg, Freiburg, and Basel.

Hotel:—Belle Vue.

T. M. from London, 5*s*. 10*d*.

SCIO, or **CHIO**, an island belonging to Turkey, off the W. coast of Asia Minor, 4 m. W. Cape Bianco, from which it is separated by the strait of Scio; lat. of chief town, KASTRO, on its E. coast, 38° 33′ 7″ N., lon. 26° 1′ E. Principal products: wine of very superior quality, mastic, silk, wool, fruits, &c.

Consul for Scio and Mytilene:—C. Biliotti, Esq.

Steamers of the Austrian Lloyd's leave Trieste for Scio, Tuesdays, at 4 P.M.; returning Saturdays, at midnight—fare, 227*s*. The same company's steamers leave Constantinople for Scio, Thursdays, at 4 P.M.; returning Saturdays, at 4 P.M.

T. M. from London, 15*s*. 6*d*.

SCUTARI, a town of Asia Minor, in the Bosphorus, immediately opposite Constantinople, of which it is considered a suburb, although 2 miles apart; lat. 41° 3′ N., lon 29° 2′ E. Pop. 65,000. It is built on several hills, and resembles Constantinople in exterior and interior. It has a palace and gardens belonging to the Sultan, public bazaars and baths, corn warehouses, and manufactures of silk and cotton fabrics.

Consul:—Richard Reade, Esq.

For route, *see* CONSTANTINOPLE.

T. M. from London, 15*s*. 6*d*.

SEGNA, or **ZENGG**, a fortified sea-port of Austria, on the Adriatic, 32 m. S.E. Fiume and 48 m. S.W. Carlstadt, at the termination of the Josephine road and opposite the island Veglia; lat. 44° 59′ N., lon. 14° 55′ E. Pop. 5000. It has a handsome cathedral and castle; and trade in corn, wood, tobacco, oil, salt, and fish.

The steamers of the Austrian Lloyd's leave Trieste for Segna, Mondays, 10 A.M.; returning Wednesdays, 2 P.M. The same Co.'s steamers leave Fiume for Segna, Sundays, 10 A.M.; returning Tuesdays, 1 P.M.

T. M. from London, 6*s*.

SELKIRK, a town of Scotland, co. Selkirk, 38 m. S.S.E. Edinburgh; lat. 53° 33′ N., lon. 2° 51′ W. Pop. 5000. It has a town-hall and monuments to Sir Walter Scott and Mungo Park.

Member of Parliament:—Cos. SELKIRK and PEEBLES; Sir G. Montgomery, Bt. (C.), London residence, Carlton Club, S.W.

Rail from London (King's Cross station) to Edinburgh, 10

A.M.; 8 and 9.15 P.M. Fare, 70*s.* 1st cl. Thence to Selkirk by local line.

T. M. from London, 2*s.*

SERINGAPATAM, a decayed town and fortress of India, S. of the Krishna. It stands at the W. angle of an island in the Cauvery, above 4 m. in length and 1½ m. in breadth, about 250 m. W.S.W. Madras, 9 m. N.E. Mysore; lat. 12° 25′ N., lon. 76° 48′ E. Pop. 15,000.

Rail from Madras (*which see*) to Bangalore (216 m.); thence by dâk (100 m.).

T. M. from London, 57*s.*

SEVASTOPOL, a fortified town and sea-port of European Russia, on the W. coast of the Crimea; lat. 44° 36′ N., lon. 33° 30′ E. Pop. 10,000. It stands on a creek on the S. side of one of the finest bays in the world, and is defended by strong forts on both sides. Sevastopol has become famous by the siege sustained against the Anglo-French-Turkish army in 1854.

Steamers of the Russian Steam Navigation Company leave Odessa for Sevastopol, Thursdays, 2 A.M.; returning Thursdays, 3 A.M. Fare, 17 roubles 1st cl.

T. M. from London, 10*s.*

SEVILLE, a celebrated city of Spain, in a wide and fruitful plain on the Guadalquivir, 62 m. N.E. Cadiz and 212 m. S.S.W. Madrid, on the railway from Madrid to Cadiz; lat. 37° 10′ N., lon. 6° 11′ W. Pop. 100,000. The city proper is about 4 m. in circuit, enclosed by a line of circumvallation 13 m. in circ. With the exception of the ancient suburb of Triana, Seville lies wholly on the E. side of the river. The streets are narrow and crooked. The 'Alameda,' in the centre of the town, is, however, magnificent, being 600 yards in length by 150 in width, decorated with three fountains and with statues of Hercules and Julius Cæsar. A considerable coasting trade is carried on with Cadiz, Malaga, Barcelona, and other ports of Spain.

Consul:—Manuel J. Williams, Esq.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover Calais, Paris, Tours, Bordeaux, Bayonne, Burgos, Madrid, and Cordova. Or, by steamer to Cadiz; thence by rail.

Hôtel de Londres.

T. M. from London, 7*s.*

SÈVRES, a town of France, on the Seine, about midway between Paris and Versailles, 5 m. N.W. the latter city; lat. 48° 49′ N., lon. 2° 12′ W. Pop. 7000. The town has been long famous for its manufactures of porcelain or Sèvres china.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, and Paris.

T. M. from London, 3*s.* 4*d.*

SHAFTESBURY, a town and parliamentary borough of England, co. Dorset, 25 m. N.N.E. Dorchester. Pop. 3300. Principal edifices: St. Peter's church, town-hall, and almshouses.

Member of Parliament:—George Grenfell Glyn, Esq. (L.), London residence, 51, Berkeley Square, w.

Rail from London (Waterloo station), 6.45, 10.50, and 11.40 A.M.; 3.50 P.M. Fare, 21*s.* 1st cl.

Hotel:—Grosvenor Arms.

T. M. from London, 1*s.* 6*d.*

SHANGHAI, a city and river-port of China, on the Whang-poo river, 40 m. by water from the sea, 160 m. E.S.E. Nankin, 520 m. from Mary Island, and 800 m. from Hong Kong; lat. 31° 12′ N., lon. 120° 50′ E. Pop. 250,000 Chinese and 6000 foreigners. The port of Shanghai extends from the upper limits of the Whang-poo, below the native shipping, to Woosung, a distance of 14 m., of which the anchorage for foreign vessels extends for 4 m. below the settlement.

The British section of the settlement is the largest and most valuable. Along the banks of the river extends a quay, with numerous stone jetties for landing and lading cargo, while the path forms a promenade for the residents, from 50 to 80 ft. wide. This frontage is nearly 1 m. in length, along which range the foreign 'hongs,' places of residence as well as of business. These are chiefly spacious mansions, surrounded with gardens.

There were exported from Shanghai in 1868, cottons to the value of 3,227,484*l.*; twist, value 6796*l.*; woollens and worsted, 1,031,247*l.* Silk there were exported 32,930 bales, for the seven months ending December; tea to Great Britain 57,667,032 lbs. during the year, and nearly 16,000,000 lbs. to the U. States. The total exports of tea were 56,000,000 lbs. during last year, against 56,500,000 lbs. in 1866. The import of opium from Malva, Bengal, and Persia, was 40,000 chests, at a value of 7,219,000*l.*

Consul:—C. A. Winchester, Esq.

Steamers of the Shanghai Steam Navigation Company leave Shanghai for Hankow three times a-week, calling at Tien-tsin (Kiu-kiang), &c., &c.

For steamers from Europe, *see* Table.

Hotel:—The British.

Letters from England to China, *viâ* Marseilles, under ½ oz.,

1*s.* 4*d.*; 1 oz., 2*s.* 8*d.*; registr. fee, 4*d.*; newspapers, 3*d.*: *viâ* Southampton, under ½ oz., 1*s.*; 1 oz., 2*s.*; registr. fee, 4*d.*; newspapers, 2*d.*: *viâ* United States, under ½ oz., 1*s.*; 1 oz., 2*s.*; registr. fee, *none;* newspapers, 2*d.* By French packet, under ½ oz., 1*s.* 4*d.*; 1 oz., 2*s.* 8*d.*; registr. fee, 4*d.*: Shanghai, 1*s.* 4*d.* ½ oz.; newspapers, 3*d.*: *viâ* St. Petersburgh, Kalgan, Pekin, Tien-tsin, under ½ oz., 1*s.* 9*d.*; 1 oz., 3*s.*; registr. fee, *none;* newspapers, 3*d.*; Urga, under ½ oz., 1*s.* 2*d.*; 1 oz., 2*s.* 4*d.*; registr. fee, *none.*

T. M. from London, *viâ* Kiachta, 112*s.* 6*d.*

SHEERNESS, a sea-port of England, co. Kent, on a low tongue of land at the N.W. extremity of the Isle of Sheppey, at the confluence of the Thames and Medway, on the E. bank of the latter, 18½ m. W.N.W. Canterbury, 36½ m. E. by S. London by road, and 51 m. by London, Chatham, and Dover railway; lat. 51° 26′ 48″ N., lon. 0° 44′ 45″ E. Pop. 15,000.

The trade of Sheerness arises chiefly from the dockyard and other government establishments, though considerable shipments are made to London of corn and seeds produced on the island, and of oysters from the adjoining oyster-beds. Sheerness has also of late years become a resort of sea-bathers; steamers run daily during the summer months from Charing Cross Pier.

Rail from London (Victoria station), 7, 9.15, 10.30, and 11.30 A.M.; 1.15, 2.5, 3.3, 4.20, 6.25, and 7.15 P.M. Fare, 9*s.* 6*d.* 1st cl.

Hotel:—The Fountain.

SHEFFIELD, a town of England, co. York, at the confluence of the Don and Sheaf, the former of which is crossed by three, and the latter by two bridges, 39 m. S. Leeds and 162½ m. N. by W. London by Gt. Northern railway. Pop. 220,000. The town occupies the bottom and sides of several low hills, rising in various directions from both rivers, is well paved and flagged, and abundantly supplied with water. Sheffield early obtained a reputation for cutlery of every variety and description. Another branch of industry is plated ware, which is reckoned superior to that made anywhere else. The conversion of iron into steel is carried on extensively, and the manufacture of springs for railway carriages has become an important business.

Members of Parliament:—George Hadfield, Esq. (L.), London residence, 9, Gloucester Street, Belgrave Road, S.; Anthony J. Mundella, Esq. (L.), London residence, Westminster Palace Hotel, S.W.

Rail from London (King's Cross station), 7.40, 10, and 12 A.M.; 2.45, 5, and 9.15 P.M. Fare, 29*s.* 6*d.* 1st cl.

Hotel:—The Victoria.

T. M. from London, 1*s.* 6*d.*

SHERBORO, an island off the Sierra Leone coast, Africa, opposite the mouth of Sherboro river, 140 m. S.S.E. Free Town; lat. 7° 30′ N., lon. 12° 40′ W. Length, 30 m.; breadth, 10 m. It is low and unhealthy, but produces rice and fruits, which are exported to Sierra Leone in return for manufactured goods.

For steamers, *see* Table.

SHIELDS, NORTH, or TYNEMOUTH, a town and parliamentary borough of England, co. Northumberland, 8 m. from Newcastle-upon-Tyne; lat. 55° N., lon. 1° 27′ W. Pop. of parliamentary borough, 34,000. TYNEMOUTH is a well-frequented watering-place. Here are magnificent ruins of a priory. North Shields is a well-built sea-port. Its harbour, bordered by quays, is capable of containing 2000 ships of heavy tonnage. It has a large share of the coal trade. 2537 vessels, of 427,293 tons burden, entered and cleared the port during last year.

Member of Parliament:—T. E. Smith, Esq. (L.), London residence, 28, Prince's Gardens, W.

Rail from London (King's Cross station) to Newcastle-upon-Tyne, 7.40, 9, 10, and 12 A.M.; 5.25, 8, and 9.15 P.M.; thence to North Shields. Fare, 53*s*. 3*d*. 1st cl.

Hotel:—The Bath.

T. M. from London, 2*s*.

SHIELDS (SOUTH), a town of England, co. Durham, on the Tyne, near its mouth, 8 m. below Newcastle, 16 m. N.N.E. Durham, 272 m. N. London by Gt. Northern railway. Pop. 40,000. The lower part of the town is narrow, crooked, and inconvenient, but the streets in the upper part are better and wider. The principal edifices are the town-hall, theatre, scientific and mechanics' institution, charity-schools, &c. 1182 vessels entered and cleared the port last year, with a tonnage of 335,763 tons.

Member of Parliament:—James C. Stevenson, Esq. (L.), London residence, Reform Club, S.W.

Rail from London (King's Cross station), 7.40, 9, 10, and 12 A.M.; 9.15 P.M. Fare, 52*s*. 6*d*. 1st cl.

Hotel:—Golden Lion.

T. M. from London, 2*s*.

SHIRAZ, the second city of Persia, and formerly its capital, lies in a valley 118 m. N.E. Bushire and 220 m. S.S.E. Ispahan; lat. 29° 36′ N., lon. 52° 44′ E. Pop. 30,000. It has always been celebrated for the beauty and fertility of its neighbourhood. It is surrounded with high walls, flanked with round bastions, and has six gates, each with two towers. The streets are narrow, and the houses mostly small, but the great market-place forms a distinguished exception. The transit trade between Shiraz and Bushire is carried on by about 2000 mules.

For route from London, *see* ISPAHAN; thence by horse to Shiraz, 15 days.

T. M. from London, 26*s.* 6*d.*

SHOREHAM, a sea-port and parliamentary borough of England, co. Sussex, 56 m. from London by Brighton and S. Coast railway; lat. 50° 51′ N., lon. 0° 17′ W. Pop. of parliamentary borough, 33,000. 1247 vessels, of 130,610 tons burden, entered and cleared the port during the year 1868.

Members of Parliament:—Rt. Hon. Stephen Cave (C.), London residence, 35, Wilton Place, S.W.; Sir Percy Burrell, Bart. (C.), London residence, 44, Berkeley Square, W.

Rail from London (Victoria station), 5, 8.2, 9.50, and 12 A.M.; 2, 4.55, and 5.50 P.M. Fare, 13*s.* 9*d.* 1st cl.

Hotel:—Royal George.

SHREWSBURY, a town of England, co. Salop, on a peninsula formed by the Severn, on two gentle declivities, 50 m. S. by E. Liverpool, 138 m. N.W. London by road and 163 m. by London and N.-Western railway. Pop. 25,000. Chief public buildings are the royal free grammar-school, the town-hall, the market-house, the co. gaol, infirmary, house of industry, theatre, and a savings'-bank. The Severn is celebrated for its salmon-fishery.

Members of Parliament:—COUNTY SHROPSHIRE; *North*, J. R. Ormsby Gore, Esq. (C.), London residence, Carlton Club, S.W.; Viscount Newport (C.), London residence, 43, Belgrave Square, S.W. *South*, Major-General Rt. Hon. Sir P. E. Herbert (C.), London residence, 43, Charles Street, Berkeley Square, W.; Col. Ed. Corbett (C.), London residence, 3, Clifford Street, W. BOROUGH; William James Clement, Esq. (L.), London residence, 81, Jermyn Street, S.W.; James Figgins, Esq. (C.), London residence, Forest Hill, Sydenham, S.E.

Rail from London (Euston Square), 7.30, 9, and 12 A.M.; 2.45, 5, and 9.15 P.M. Fare, 28*s.* 6*d.* 1st cl.

Hotel:—The Fox Inn.

T. M. from London, 1*s.* 6*d.*

SINGAPORE, a settlement and town belonging to Great Britain, in India, beyond the Ganges, consisting of an island off the S. extremity of the Malay peninsula, separated from the mainland by a strait in one part only ¼ m. across, and having on its S. side a town of the same name, in lat. 1° 17′ N., lon. 103° 51′ E. Length of the island, 27 m.; breadth, 11 m. Pop. 100,000. Rice is imported from Java, Bengal, and Sumatra, and live stock from Malacca. The exports, consisting of tin, teak, pepper, gutta-percha, sago, gambier, rice, coffee, sugar, hides, gums, tapioca, camphor, nutmegs, &c., amount to about

2,500,000*l.* annually, and the imports to about half. They consist of cottons, woollens, arms, iron, copper, linens, coals, hardware, beer, glass, apparel, guano, &c.

For steamers, *see* Table. Through tickets from Southampton are issued by the Peninsular and Oriental Steam Nav. Co. for Batavia, *viâ* the Netherlands India Steam Nav. Co.'s boats. This arrangement holds good with the steamers of the Messageries Impériales from Marseilles. Steamers of the Netherlands India Steam Navigation Company leave Singapore for Batavia weekly, connecting as above. Fare between Batavia and Singapore, 40 dols.

Hôtel de l'Europe.

T. M. from London, 62*s.*

SLIGO, a sea-port on the W. coast of Ireland, at the mouth of the Garvoge, 107 m. N.W. Dublin, on the Midland Great Western railway; lat. 54° 16′ N., lon. 8° 28′ W. Pop. 12,000. The town has flour-mills, distilleries, and breweries. The salmon-fishery close to the town is valuable. 23 vessels, of 3330 tons burden, entered and cleared the port during last year.

Members of Parliament:—COUNTY; Denis M. O'Conor, Esq. (L.), London residence, Reform Club, s.w.; Sir R. Gore-Booth, Bart. (C.), London residence, 7, Buckingham Gate, s.w. BOROUGH (*not duly elected*).

Route from London (Euston Square), *viâ* Holyhead and Kingstown.

Hotel:—The Imperial.

T. M. from London, 4*s.*

SMOLENSK, a town of Russia, on the Dnieper, 230 m. W. by S. Moscow; lat. 54° 48′ N., lon. 31° 50′ E. Pop. 25,000. This ancient town is situated on both sides of the river, and is surrounded by a massive wall flanked with towers.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Cologne, Berlin, Bromberg, Alexandrovo, Wilna, Warsaw, Dünaburg, and Vitepsk. Thence by local conveyance.

T. M. from London, 10*s.*

SMYRNA, an ancient and celebrated city and sea-port of Asiatic Turkey, on the Meles, at the bottom of the gulf of its own name; lat. 38° 25′ N., lon. 27° 7′ E. Pop. 150,000. The principal buildings of Smyrna are the bazaars, the vizier-khan, the governor's palace, and the various mosques, churches, and hospitals.

The principal articles of import consist of grain, furs, iron, and butter from Odessa and Taganrog, and of cotton stuffs and

twist, silk and woollen goods, coffee, sugar, cochineal, and dye-woods, iron, tin, rum, brandy, paper, cheese, glass, and wine, from Great Britain, France, Italy, and the United States. The exports consist principally of raw silk and cotton, fruits, particularly raisins and figs, opium, rhubarb, and a variety of drugs and gums, olive-oil, carpets, valonia, &c., &c. In 1868, 1464 vessels of all nations entered the port of Smyrna, value of cargoes, 3,403,900*l.*; and there cleared during the same year 1424 vessels, value of cargoes, 4,407,570*l.*, being an increase of nearly a million sterling as compared with 1867.

Consul:—R. W. Cumberbatch, Esq. Vice-Consul:—Stephen Joly, Esq.

Steamers of the Messageries Impériales leave Marseilles for Smyrna, 8th, 18th, and 28th, 4.30 P.M.; returning 8th, 18th, and 28th, at 6 P.M. Fare, 359 francs 1st cl. The steamers of the same company leave Constantinople for Smyrna on the 3rd, 13th, and 23rd, at 4 P.M.; returning on the 8th, 18th, and 28th, at noon.

Steamers of the Austrian Lloyd's leave Trieste for Smyrna, Tuesdays, at 4 P.M.; returning Saturdays, at 4 P.M. Fare, 237*s.* 6*d.* 1st cl. Also from Constantinople for Smyrna, Thursdays, 4 P.M.; returning Mondays, at 3 P.M. Fare, 70*s.* 6*d.* 1st cl.

The railway to Kos Bonnar, 41 m., and to Aidir, 70 m., affords facilities for visiting Ephesus, Patmos, and other interesting ancient spots.

Hôtel de France.

T. M. from London, 15*s.* 6*d.*

SOISSONS, a fortified town of France, on the Aisne, here crossed by a handsome stone bridge, 17 m. S.W. Laon, on the railway from Paris to Rheims; lat. 49° 22′ N., lon. 3° 20′ E. Pop. 12,000. The town is well built and clean; there are many curious and venerable public buildings, including the cathedral, with an altar-piece by Rubens, the remains of an old abbey, and the castle. There are some manufactures of woollens, hosiery, and earthenware here; and a considerable trade in agricultural produce is carried on.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Amiens, and Laon.

Hotel:—Croix d'Or.

T. M. from London, 3*s.* 4*d.*

SOMERSETSHIRE. For co. members, *see* **TAUNTON.**

SORRENTO, a sea-port of South Italy, on the S. side of the Bay of Naples, 18 m. S.E. of that city; lat. 40° 39′ N., lon. 14° 23′ E. Pop. 10,000. The city is well built and clean. It

is the seat of an archbishopric; and, besides the cathedral, has several churches, numerous convents, a hospital, seminary, college, school of navigation, and some silk manufactures.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Dijon, Macon, Culoz, Chambery, Mont Cenis, Susa, Turin, Bologna, Ancona, and Foggia.

Hôtel Rispoli.

T. M. from London, 7*s.* 6*d.*

SOURABAYA, a sea-port of the island of Java, on its N. coast, opposite the island Madura, and at the mouth of the Kadiri; lat. 7° 12′ 31″ S., lon. 112° 44′ 7″ E. Pop. 130,000. It has a government-house, mint, and large warehouses. The harbour is the best in Java, and defended by several forts and batteries. There is a naval arsenal, iron floating and ship-building dock, &c.

Consul:—Lachlan MacLean, Esq.

For route, *see* BATAVIA; thence by local steamer.

SOUTHAMPTON, a town of England, co. Hampshire, at the embouchure of the Itchin, an inlet of the sea, called Southampton Water, 12 m. S. by E. Winchester and 78¾ m. W.S.W. London by London and S.-Western railway. Pop. 50,000. The town is well paved, clean, and supplied with water from an artesian well on the common, which furnishes 40,000 cubic feet per diem. The chief public buildings are the theatre, assembly-rooms, military orphan asylum for girls, fine churches, female penitentiary, and royal humane society. The number of vessels entered and cleared last year was 5454, with a tonnage of 1,396,381 tons.

Members of Parliament:—Right Hon. Russell Gurney (C.), London residence, 8, Palace Gardens, Kensington, W.; Peter Merrick Hoare, Esq. (C.), London residence, 3, Hyde Park Gate, W.

Southampton is the entrepôt for some of the greatest Ocean Steam lines of the world; *viz.* the PENINSULAR AND ORIENTAL, whose steamers serve the ports in the Mediterranean, Gibraltar to Alexandria, and from Suez to Aden; thence to all the ports in India, China, and Japan; and from Galle, *viâ* St. George's Sound to Australia; the ROYAL MAIL STEAM-PACKET COMPANY, whose steamers serve the various ports in the W. Indian Islands and S. America, connecting with Europe, *viâ* the Panama railway, the ports lying N. as far as Vancouver's Island, and S. as far as Valparaiso (passengers proceeding by the Royal Mail Steam-packets to Venezuela disembark at St. Thomas, where a steamer in connection with this service proceeds at once to La Guayra,

Porto Cabello, and Curaçoa); the UNION STEAMSHIP Co., taking for its route Madeira, St. Helena, our Cape colony, and the W. coast of S. Africa, as far as Natal; and the N. GERMAN LLOYD'S Steamship Company's steamers, connecting Bremen and Antwerp, *viâ* Southampton, with North America and Havannah.

For ports of destination, dates of sailing, fares, &c., of the above lines, *see* Table.

The HAMBURGH AMERICAN STEAMSHIP Co. (agents, Smith, Sundius, & Co., 4, Oriental Place, Southampton) book passengers through, from Southampton to New York, *viâ* Havre, Saturdays; fare, 24*l*. Likewise to Havannah, New Orleans, 4th of every month; fare, 30*l*. 1st cl. Passengers from England embark at Havre, as the steamers touch Southampton only on return voyage.

Steamers leave Southampton for Cowes, Isle of Wight, six times a-day—fare, 2*s*. 1st cl.; Guernsey and Jersey, week-days, at midnight (except Saturdays)—20*s*.; Havre, Mondays, Wednesdays, and Fridays, at midnight, in connection with the trains of the S.-Western line, which leave Waterloo station at 9 P.M.—23*s*.

Rail from London (Waterloo station), 7.30, 8.15, and 11.15 A.M.; 1, 3.15, 4.20, 5.15, and 9 P.M. From Southampton, 1.25, 6.55, 8.45, and 11.40 A.M.; 12.30, 3, 5.10, and 7.20 P.M. Fare, 15*s*. 6*d*. 1st cl.

Hotel:—The Dolphin.

SPA, a town and watering-place of Belgium, prov. of Liege, 14 m. S.E. Liege and 117 from Aix-la-Chapelle. Pop. 5000.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, and Pepinster.

Hôtel de York.

T. M. from London, 2*s*. 6*d*.

SPALATO, or **SPALATRO**, a sea-port of Dalmatia, Austria, on the Adriatic, opposite the island of Brazza; lat. 43° 30′ 24″ N., lon. 16° 27′ E. Pop. 12,000. The city is surrounded by ruined walls, is the seat of an archbishop, has a cathedral, and several other churches, &c. There are thermal springs in the immediate vicinity of the town.

Steamers of the Austrian Lloyd's leave Trieste for Spalato Tuesdays, at midnight, returning Tuesdays, at 4 A.M.; also Thursdays, 5 A.M., returning Fridays, at 4 A.M.

T. M. from London, 6*s*. 6*d*.

SPEZZIA, a sea-port of N. Italy, at the extremity of the Gulf of Spezzia, 50 m. E.S.E. Genoa, on the road from Genoa to Leghorn; lat. 44° 6′ N., lon. 9° 50′ E. Pop. 12,000. The town

is finely situated, is tolerably well built, and has an excellent harbour.

Consul:—William R. Sanders, Esq.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Dijon, Macon, Culoz, Chambery, Mont Cenis, Susa, Turin, and Genoa; thence by stage-coach to Spezzia, the new railroad not yet being completed.

Hôtel de la Ville de Milan.

T. M. from London, 7*s.* 6*d.*

SPOLETO, a city of Central Italy, 33 m. S.E. Perugia and 60 m. N. Rome, on the railway from Rome to Ancona; lat. 42° 45′ N., lon. 12° 42′ E. Pop. 20,000. The city is connected across a deep ravine, with a neighbouring hill, by means of a stupendous aqueduct, serving both as a conduit and a bridge, raised upon a lofty range of ten pointed arches, and of Roman origin. Spoleto has a few manufactures of woollen and other stuffs.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Dijon, Macon, Culoz, Chambery, Mont Cenis, Susa, Turin, Milan, Bologna, and Ancona.

T. M. from London, 7*s.* 6*d.*

STAFFORD, a town of England, cap. of co. of same name, on the Sow, crossed here by a neat stone bridge, 23 m. N.N.W. Birmingham and 133¼ m. N.W. London by London and N.-Western railway. Pop. 15,000. The town is well built and paved. Near the centre of its principal street is the market-square, in which is the county-hall, a handsome modern building of stone.

The principal manufactures of Stafford are shoes and ale, the latter being known for its excellent quality.

Members of Parliament:—COUNTY STAFFORD; *East*, Michael Arthur Bass, Esq. (L.), London residence, 101, Eaton Square, S.W.; John Robinson McClean, Esq. (L.), London residence, 2, Park Street, Westminster, S.W. *North*, Rt. Hon. Sir Charles Bowyer Adderley (C.), London residence, 35, Eaton Place, S.W.; Sir Edward Manningham Buller, Bart. (L.), London residence, 5, Old Palace Yard, S.W. *West*, Sir Smith Child, Bart. (C.), London residence, Carlton Club, S.W.; Hugo Francis Meynell Ingram, Esq. (C.), London residence, 26, Hill Street, Berkeley Square, W. BOROUGH; Capt. Hon. Reginald Talbot (L.), London residence, Regent's Park Barracks, N.W.; Capt. Thomas Salt (C.), London residence, United University Club, S.W.

Rail from London (Euston Square station), 6.15, 7.30, 7.40,

9, 10, 11, and 12 A.M.; 2.45, 5, 8, 9, and 9.15 P.M. Fare, 25*s.* 1st cl.

Hotel:—The North Western.

T. M. from London, 1*s.* 6*d.*

STALEYBRIDGE, a town and parliamentary borough of England, cos. Lancaster and Chester, on the Manchester and Bury rail, 7 m. N.E. Stockport and 190¼ m. from London by N.-Western railway. Pop. 26,000. There are some cotton manufactures.

Member of Parliament:—James Sidebottom, Esq. (C.), London residence, 42, Craven Street, Strand, W.C.

Rail from London (Euston Square station), 6.15, 7.30, 9, 10, 11, and 12 A.M.; 2.45 and 5 P.M. Fare, 32*s.* 1st cl.

Hotel:—The Commercial.

T. M. from London, 1*s.* 6*d.*

STAMFORD, a town of England, co. Lincoln, on the Welland, 38 m. S. Lincoln and 82 N. by W. London by Gt. Northern railway. Pop. 10,000. The town is ancient, and irregularly built, consisting of substantial houses of freestone. The town-hall is a large and fine edifice.

Member of Parliament:—Admiral Sir John C. Dalrymple Hay, Bart., C.B. (C.), London residence, 108, St. George's Sq., S.W.

Rail from London (King's Cross station), 7.40 and 12 A.M.; 1.15, 2.45, and 5 P.M. Fare, 15*s.* 6*d.* 1st cl.

Hotel:—The Stamford.

STETTIN, a river-port of Prussia, on the l. bank of the Oder, 79 m. N.N.E. Berlin, with which it is united by railway, and 36 m. above, where it unites with the Baltic, on the railway from Berlin to Kolberg; lat. 53° 28′ N., lon. 14° 36′ E. Pop. 75,000. Vessels drawing 20 ft. come up to its port, Swinemünde, to unload. The principal articles of export consist of linens, corn, wool, timber and staves, zinc, manganese, bones, oil-cake, and bottles. The imports consist of sugar, coffee, and other colonial products, wine, indigo and other dye-stuffs, cotton-stuffs, yarn and raw cotton, herrings, hardware, oil, tallow, coals, and salt.

Consul:—Joseph Andrew Blackwell, Esq.

Steamers leave Hull for Stettin, Wednesdays and Saturdays (T. Wilson, Sons, & Co., Hull).

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Lille, Brussels, Cologne, Magdeburg, and Berlin.

Hôtel du Nord.

T. M. from London, 6*s.*

STIRLING, a town and parliamentary borough of Scotland, co. Stirling, 31 m. W.N.W. Edinburgh and 419¼ m. from London by Gt. Northern railway. Pop. of parliamentary borough, 14,000. The castle was a favourite residence of James V.

Three miles N. Stirling lies the BRIDGE OF ALLAN, a favourite watering-place and a station of the Scottish Central railway. There are some pleasant trips to be made in the vicinity of the Bridge of Allan—to Donne Castle and Bridge of Toith; to Callender, the Trosachs and Loch Katrine; to Bannockburn, famous for the battle won by the Scots under Bruce, on 24th July, 1314; and to Alloa and Clackmannan Tower, the ancient residence of Robert Bruce and other Scotch kings.

Member of Parliament:—Henry Campbell, Esq. (L.), London residence, 60, Queen's Gate, w. For co. member, *see* FALKIRK.

Rail from London (King's Cross station), 10 A.M.; 8 and 9.15 P.M. Fare, 74*s.* 6*d.* 1st cl.

Hotel:—The Golden Lion.

Hotel at Bridge of Allan:—Philps' Royal.

T. M. from London, 2*s.*

STOCKHOLM, the cap. of Sweden, beautifully and picturesquely situated between Lake Mælar and the Baltic, 330 m. N.E. Copenhagen and 440 m. W. by S. St. Petersburgh; lat. 59° 20′ N., lon. 18° 3′ E. Pop. 150,000. The city lies on a number of islands at the entrance of the lake, and partly on the mainland, upon both sides of the strait, covering altogether an area of about 4½ sq. m. The view of Stockholm, when approached from the Baltic, commands the palace, the principal bridge, and other prominent objects, and is extremely grand and imposing. On the islands, which are so near to each other as to be connected by 13 short bridges of stone, and others of wood, stand the king's palace, the great cathedral, the bank, the hall of the diet, and most of the more conspicuous ornaments of the city; but the larger portion of the private houses are built on the mainland. The royal palace, an immense quadrangular edifice, has a majestic appearance. The lower part is of polished granite, the upper of brick covered with cement. It contains a museum of antiquities and sculpture, a picture gallery, the royal library, the mint, and a chapel.

Stockholm is the principal emporium and chief manufacturing town of Sweden, having woollen cloth, cotton, linen, silk, glass, and earthenware factories, iron-works, &c.

Consul:—Gerald Raoul Perry, Esq., F.R.G.S.

Steamers leave Hull for Stockholm every twenty days (Brownlow, Lumsden, & Co., Hull).

Route from London, by rail (fixed mail services) from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover,

Calais, Brussels, Cologne, Hamburgh, and Kiel. Thence by steamer to Copenhagen, and cross over to Malmö, whence the line of railway *viâ* Jonköping takes the traveller direct to Stockholm.

Letters from England to Sweden, *viâ* Denmark, under ½ oz., 6*d.*; 1 oz., 1*s.*; registr. fee, 4*d.*; newspapers, 4*d.*: *viâ* Stralsund, under ½ oz., 9*d.*; 1 oz., 1*s.* 6*d.*; registr. fee, 4*d.*; newspapers, 2*d.*: *viâ* France, under ¼ oz., 1*s.* 2*d.*; ½ oz., 2*s.* 4*d.*; ¾ oz., 3*s.* 6*d.*; 1 oz., 4*s.* 8*d.*; registr. fee, 1*s.* 2*d.* ¼ oz.; newspapers, 1*d.*: *viâ* Hull, under ½ oz., 6*d.*; 1 oz., 1*s.*; registr. fee, 4*d.*; newspapers, 1*d.*

Money:—In Sweden, 1*l.* sterling = 4½ silver specie dollars; 1 silver specie dollar = 4 ricksdalers, or 400 ore = 4*s.* 4*d.*

Weights, &c.:—The ell = 23⅜ inches; the tunneland = 1 acre 1 rood; the tunna = $\frac{6}{10}$ quarter; the kann = $\frac{6}{10}$ gallon; the pound = $\frac{8}{10}$ pound.

Hotel:—Rydberg.

T. M. from London, 8*s.*

STOCKPORT, a town and parliamentary borough of England, co. Chester, on the confines of Lancashire, on the Mersey, 6½ m. S.E. Manchester by rail and 182¼ m. from London by N.-Western railway. Pop. 57,000. Coal abounds in the vicinity, and manufactures in cotton, wool, and silk, as well as machinery, brass, and iron goods, are the chief branches of industry.

Members of Parliament:—William Tipping, Esq. (C.), London residence, Carlton Club, S.W.; John B. Smith, Esq. (L.), London residence, 105, Westbourne Terrace, W.

Rail from London (Euston Square station), 6.15, 6.25, 7.30, 7.40, 9, 10, 11, and 12 A.M.; 2.45, 5, and 9.15 P.M. Fare, 31*s.* 6*d.* 1st cl.

Hotel†—The George.

T. M. from London, 1*s.* 6*d.*

STOCKTON-ON-TEES, a sea-port of England, being, next to Newcastle, Sunderland, and Hartlepool, the principal port in the kingdom for the shipment of coal, co. Durham, near the mouth of the Tees, 17½ m. S.E. Durham and 238 m. N. London by Gt. Northern railway; lat. 54° 35′ N., lon. 1° 20′ W. Pop. 15,000. The chief imports are timber, deals, unwrought iron, masts, spars, hemp, flax, tallow, hides, wine, spirits, &c.; the exports, coal, coke, manufactured iron, lead, linen, worsted yarn, &c. 917 vessels, of 103,960 tons burden, entered and cleared the port last year.

Member of Parliament:—Joseph Dodds, Esq. (L.), London residence, 6, Pall Mall East, S.W

Rail from London (King's Cross station), 7.40, 9, and 12 A.M.; 5.25 and 9.15 P.M. Fare, 45*s.* 11*d.* 1st cl.

Hotel:—Vane Arms.

T. M. from London, 2*s.*

STOKE-UPON-TRENT, a town and parliamentary borough of England, co. Stafford, on the Trent and Mersey and Calder, 2 m. E. Newcastle-under-Lyme and 150 m. from London by London and N.-Western railway; lat. 53° 1′ N., lon. 2° 10′ W. Pop. of parliamentary borough, 102,000. It has iron-works and extensive china and earthenware manufactories.

Members of Parliament:—George Melly, Esq. (L.), London residence, 1, Queen's Gate Place, W.; W. S. Roden, Esq. (L.), London residence, Union Club, S.W.

Rail from London (Euston Square station), 7.30, 7.40, 9, and 12 A.M.; 2.45 and 5 P.M. Fare, 26*s.* 1st cl.

Hotel:—The North Staffordshire.

T. M. from London, 1*s.* 6*d.*

STONEHAVEN, a town of Scotland, co. Kincardine, 14 m. S.W. Aberdeen. Pop. 4000.

Member of Parliament:—Co. KINCARDINE; James Dyce Nicol, Esq. (L.), London residence, 13, Hyde Park Terrace, W.

Rail from London (King's Cross station) to Edinburgh, 10 A.M.; 8 and 9.15 P.M. Fare, 70*s.* 1st cl. Thence to Stonehaven.

Hotel:—The Station Hotel.

T. M. from London, 2*s.*

STORA, a port of Algeria, N.W. Africa, on the Mediterranean; lat. 36° 52′ N., lon. 6° 51′ E. Pop. 15,000. It is a port of communication between Europe and Constantine and the Sahara.

The steamers of the Messageries Impériales leave Algiers for Stora, Saturdays, at noon; returning Wednesdays, at 6 P.M. The same company's steamers leave Marseilles, Fridays, 5 P.M.; returning Wednesdays, at noon. Fare from Marseilles, 89 francs.

T. M. from London, 10*s.*

STORNOWAY, a sea-port of the Hebrides, co. Ross, E. side island of Lewis, on a fine bay, 38 m. W.N.W. the co. Cromarty on the mainland; lat. 58° 11′ N., lon. 6° 22′ E. Pop. 9000. It has a town-house, news-room, custom-house, and a branch bank. The harbour is formed by a pier; the bay deep and safe, sheltered by two headlands. 476 vessels, of 69,014 tons burden, entered and cleared the port during the year 1868.

Steamers leave Glasgow for Stornoway, Mondays and Thursdays; returning Mondays and Wednesdays.

Rail from London (King's Cross station) to Glasgow, 10 A.M.;

8 and 9.15 P.M. Fare, 70*s*. 1st cl. Thence by steamer to Stornoway.

Hotel:—Lewis.

T. M. from London, 2*s*.

STRALSUND, a strongly-fortified town of Prussia, on the narrow strait separating the Isle of Rügen from the Continent. It is the terminus of the railway from Berlin; lat. 54° 18′ N., lon. 13° 5′ E. Pop. 25,000. The town is old, and the streets are narrow and dirty, and the houses ill built. It is encompassed on the land side by marshes, so it can only be approached by bridges.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Cologne, Berlin, and Passow.

Hotel:—The Lion.

T. M. from London, 6*s*.

STRASBOURG, a fortified city of France, on the Ill, within a short distance of the Rhine, 100 m. S.S.W. Mentz and 250 m. E. by S. Paris, on the railway from Paris to Munich and Vienna; lat. 48° 44′ N., lon. 7° 46′ E. Pop. 83,000. The town is agreeably situated, and generally well laid out. Its streets are mostly narrow, with lofty houses, but it has several large and regular squares. The Ill and its branches intersect the city in all directions, and are crossed by numerous wooden bridges. Without the walls are several suburbs. The most remarkable public edifice is the cathedral, one of the noblest structures of the kind. There are several hospitals and asylums, civil and military prisons, large public library, theatre, &c. The environs are well cultivated, and there are many good public walks. There are considerable manufactures of woollen, linen, and cotton stuffs, sailcloth, cutlery, steel articles, &c., together with extensive dye-houses, breweries, sugar-refineries, &c.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Amiens, Paris, Chalons, Vitry, and Nancy. Through fare, 102*s*. 1st cl.

Hôtel de l'Angleterre.

T. M. from London, 3*s*. 4*d*.

STROUD, a town and parliamentary borough of England, co. Gloucester, 9 m. S.S.E. Gloucester and 102¼ m. from London, on the Gt. Western railway. Pop. 40,000. The town lies at the confluence of the Slade and Frome rivers, and is the centre of the woollen manufactures of the county.

Members of Parliament:—Sebastian S. Dickenson, Esq. (L.), London residence, 16, Queen's Gate Terrace, W.; H. S. P. Win-

terbotham, Esq. (L.), London residence, 7, New Square, Lincoln's Inn, W.C.

Rail from London (Paddington station), 6, 6.50, 9.15, and 11.45 A.M.; 2, 4.50, 5.10, 6.20, 8.10 and 9 P.M. Fare, 21*s.* 11*d.* 1st cl.

Hotel :—The Royal George.

STUTTGARD, a city of Germany, on the Nesen, a small tributary of the Neckar, about 1½ m. from its embouchure, 120 m. N.W. Munich, on the railway from Heidelberg to Augsburg; lat. 48° 47′ N., lon. 9° 11′ E. Pop. 70,000. The city is situated in an amphitheatre of fertile hills, and is one of the handsomest towns of Germany. It is surrounded on every side by vineyards and orchards. There are some fine public buildings, public library, museum, &c.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Cologne, Mayence, Darmstadt, Heidelberg, and Bruchsal; through fare, 108*s.* 9*d.* Or, *viâ* Dover and Ostend, 105*s.* 2*d.*

Hôtel Royal.

T. M. from London, 6*s.*

SUCRE, the cap. of Bolivia, a state with only one sea-port (*see* COBIJA), on a tributary of the Pilcomayo; lat. 19° 20′ S., lon. 64° 40′ W. Pop. 25,000. The celebrated silver mines of POTOSI, the richest in S. America, are situated 70 m. S.W. of Sucre, on the declivity of the 'Cerro de Potosi.' The city of POTOSI is generally considered one of the highest on earth, being 13,330 ft. above the level of the sea.

For route, *see* COBIJA; thence by local conveyance.

Letters from England to Bolivia, *viâ* Southampton by French packet, under ½ oz., 2*s.*; 1 oz., 4*s.*; registr. fee, 4*d.*; newspapers, 2*d.*, not exceeding 4 oz.

SUEZ, a sea-port of Egypt, 76 m. E. Cairo, with which it is connected by rail; lat. 29° 58′ N., lon. 32° 33′ E. Pop. nearly 20,000. There are few objects of local interest in Suez. The principal buildings are the custom-house, mosque, hospital for pilgrims, the jetty, and the residence of the Peninsular and Oriental Steam Navigation Company's agent. Many of the houses of European residents are built in a superior manner. There is a dry dock and slips for the repair and fitting of vessels.

It is the great entrepôt of the steamers of the Peninsular and Oriental Steam Navigation Company, as well as of those of the Messageries Impériales, steamers of the former running in the Red Sea, and serving the ports in India, China, Japan, and Australia, the latter following the same route to India, China, and Japan, and the Mauritius. To the former company is owing

the initiation of our great overland route, and with it the share of prosperity which has fallen to the lot of Suez.

Not more than five years ago Suez was but an insignificant village of 4000 inhabitants. Water and provisions had to be fetched from Cairo: the cutting of a sweet-water canal to Suez, and the formation of the Great Canal, which will give us a direct ocean highway to India, Australia, and China, have brought about a new era for this port. There is now life, activity, and a rapidly-growing commerce, which will undoubtedly assume large dimensions as soon as the vessels, especially steamers, of all nations will thread their way through the great Suez Canal, thus obviating the vastly circuitous voyage around Africa and the Cape of Good Hope. By the time the following short sketch (for which we are in a great measure indebted to Captain J. Clerk's most able paper, entitled "The Suez Canal," and published in 'The Fortnightly Review') of the greatest engineering and commercial undertaking of past and present times, is placed before our readers, the canal will in all probability be a *fait accompli*:—

THE SUEZ CANAL.—The direct line from Tinah, in 31° 3′ 37″, to Suez, in 29° 58′ 37″ N., is only 70 m., but the actual distance which the canal traverses from Port Said to where it debouches into the Red Sea is 100 m. About 60 m. of the canal's course lies through the Lakes Menzaleh, Ballah, Timsah, and the Bitter Lakes. Its width at the water line is 328 ft. for nearly 80 m., and the depth of water is nearly 26 ft. For the remaining 20 m. the width is 196 ft. The width at the bottom of the canal is 72 ft. throughout.

Port Said, the port leading from the Mediterranean to the canal, has been formed by the construction of two long breakwaters or moles; the western mole juts at right angles to the coast, and is 2726 yds. long; the eastern mole is 1962 yds. long, converging to within 450 yds. of the extremity of the larger one, thus enclosing a triangular area of about 550 acres. The moles are 26 yds. at base, 6 yds. on summit, and 12 yds. high. They are composed of blocks of 12 cubic yards, and each weighing 22 tons, composed of two-thirds sand and one-third hydraulic cement. On leaving Port Said the canal at once enters Lake Menzaleh, through which it runs for a distance of 29 m. The embankments have been formed by the dredgings. At Kantara, a station on the caravan route from Cairo, the canal leaves the lake, and its course runs for 2 m. through low sand-hills and traverses Lake Ballah, 14 m. On leaving this lake the canal enters a deep cutting, from El Ferdane to Lake Timsah. The excavations are in some parts of a depth of from 60 to 70 ft. below the surface of the embankments. Lake Tim-

sah is now transformed into a Mediterranean lake. On its N. bank stands:—

Ismailia, a flourishing French town of 5000 inhabitants, and a real oasis in the desert, trees and gardens being scattered through the town. The French, Greeks, and Arabs have different quarters; on the banks of the lake are villas, each having a garden attached. In order to obtain fresh water from Zagazig, a distance of 50 m. from Ismailia, a canal had to be dug at the outset of the undertaking. It is 40 ft. wide and 9 ft. deep, and divides into two branches on nearing Ismailia. One, after passing the town and watering some valuable estates, is connected by two locks with the maritime canal, the fresh-water canal being 17 ft. higher than the salt-water canal. The other branch nearly follows the line of the maritime canal, thus providing the necessary water for all the workmen and *employés* along the whole line, and reaches Suez after traversing 50 m. from Ismailia. This supply of water, and inland port accommodation half-way between Port Said and Suez, will render Ismailia a place of great importance. It is at present the headquarters of the canal administration in Egypt. At Ismailia the railway connecting Alexandria and Suez approaches the maritime canal, and joins the new line from Ismailia to Suez at Benah, which supersedes the old circuitous line with steep gradients.

The second half of the great canal, from Ismailia to the Red Sea, consists of two distinct portions; the first, from Lake Timsah to the cuttings at Toussoum and Serapiam, which carry the canal through the plateaux; the second, the passage through the Bitter Lakes, 24 m. Ships will there have a clear passage of more than a mile in width, after leaving which the canal enters its last cutting at Chaloup [*the blasting operations here brought many fossil remains to light, especially those of the shark*], and finally debouches 12 m. farther south into the Red Sea, about a mile S.E. the town of Suez. The width of the canal at the entrance in the roads of Suez is 900 ft.

Port Said will be lighted by two lights, one at the extremity of each mole, two lesser lights at the entrance to the mouth of the canal, and, lastly, by a first-class inner light, visible 20 m., and in alignment with the direction of the canal. Suez will be similarly lighted with five lights.

The following table shows the distances saved by the Suez Canal route:—

	Viâ Cape of Good Hope.	Viâ Suez Canal.	Saving, Miles.
England to Bombay	10,860 ..	6,020 ..	4,840
New York to Bombay ..	11,520 ..	7,920 ..	3,600
St. Petersburgh to Bombay	11,610 ..	6,770 ..	4,840
Marseilles to Bombay ..	10,560 ..	4,620 ..	5,940

Consul:—George West, Esq.

For steamers from Europe, *see* Table.

Passengers from Europe to India, &c., are conveyed by a steam-tender on board the mail steamers, which lie in the offing; the charge is included in the through railway fare from Alexandria to Suez, *viz.* 4*l.* 10*s.* The steamers of the Medjidieh Company carry mails and passengers to the ports in the Red Sea.

Letters to Suez, *viâ* Belgium, under ½ oz., 11*d.*; 1 oz., 1*s.* 10*d.*; registr. fee, 4*d.*; newspapers, 4*d.*, not exceeding 4 oz. *Viâ* France and Austria, under ¼ oz., 11*d.*; ½ oz., 1*s.* 10*d.*; ¾ oz., 2*s.* 9*d.*; 1 oz., 3*s.* 8*d.*; registr. fee, 4*d.*; newspapers, 3*d.*, not exceeding 4 oz.

Hotel:—Government House.

T. M. from London, 28*s.* 6*d.*

SUFFOLK. For co. members, *see* **IPSWICH.**

SULINA, a port in the Black Sea, near the mouth of the river Sulina. The bar at the mouth of the river is a great detriment to the port. Immense quantities of corn are exported from here to Great Britain; lat. 45° 12′ N., lon. 29° 40′ E.

Consul for Sulina and Tultscha:—Joseph Hutton Dupuis, Esq.

The steamers of the Austrian Lloyd's leave Constantinople for Sulina, Saturdays, at 4 P.M.; returning Fridays, at 6 P.M.—fare, 85*s.* 6*d.* The steamers of the Messageries Impériales leave Constantinople for Sulina, Mondays, at noon; returning Mondays, at 11 A.M.

T. M. from London, 15*s.* 6*d.*

SUNDERLAND, a sea-port of England, co. Durham, on both sides of the Wear, close to its mouth in the North Sea, 13 m. N.E. Durham, and 274 m. from London by the Gt. Northern, and York, Newcastle, and Berwick railways; lat. 54° 54′ 5″ N., lon. 1° 22′ W. Pop. 20,000. In addition to the several churches, there are numerous chapels, a synagogue, three theatres, exchange, athenæum, library, barracks, custom-house, excise-office, council chambers, infirmary, dispensary, various almshouses, orphan asylum, &c. Newcastle excepted, Sunderland is the greatest port for the shipment of coal. It is likewise one of the largest ship-building ports in the kingdom. Besides coals, it has extensive exports of glass, earthenware, rope, grindstones, chains, anchors, wire-rope, castings, and other iron manufactures; and its principal imports consist of grain, flour, wine, tobacco, spirits, timber, tar, tallow, iron, and hemp. 16,392 vessels, of 2,946,391 tons burden, entered and cleared the port last year.

Members of Parliament:—Alderman John Candlish (L.),

London residence, 87, Sloane Street, s.w.; Alderman E. T. Gourley (L.), London residence, Langham Hotel, w.

Rail from London (King's Cross station), 7.40, 9, and 12 A.M.; 9.15 P.M. Fare, 51*s.* 8*d.* 1st cl.

Hotel:—The Queen's.

T. M. from London, 2*s.*

SUPE, *see* **HUACHO.**

SURAT, a town of Hindostan, Bombay presidency, on the Taptee, 20 m. from its mouth in the gulf of Cambay and 163 m. N. by E. Bombay; lat. 21° 15′ N., lon. 73° E.; on the Bombay and Baroda railway. Pop. 80,000. This town, which was once the cap. of Western India, is still the entrepôt for cotton, but has no other trade worthy of mention.

For route *see* BOMBAY; thence by Bombay, Baroda, and Central India railway, 163 m.

T. M. from London, 57*s.*

SURREY. For co. members, *see* **GUILDFORD.**

SUSSEX. For co. members, *see* **LEWES.**

SUTHERLAND. For co. members, *see* **DORNOCH.**

SWANSEA, a sea-port of Wales, co. Glamorgan, on the Tawy, at its mouth in the Bristol Channel, 34 m. W.N.W. Cardiff and 216 m. W. London by South Wales and Gt. Western railway; lat. 51° 30′ N., lon. 3° 55′ W. Pop. 44,000. It owes its importance principally to the collieries, and the extensive works for the smelting of copper and other ores established in the neighbourhood. Exclusive of coal and copper-ore, iron-ore, limestone, clay, rottenstone, tin plates, and timber are imported for its own consumption or for exportation. 14,584 vessels entered and cleared the port last year, with a tonnage of 1,642,790 tons.

Member of Parliament:—Lewis L. Dillwyn, Esq. (L.), London residence, 10, Prince's Terrace, s.w.

Steamers leave Swansea for:—Belfast, four times a-month—fare, 17*s.* 6*d.*; Bristol, three times a-week—4*s.* 6*d.*; Glasgow, *viâ* Belfast, four times a-month—20*s.*; Liverpool, Wednesdays (Saturdays doubtful)—12*s.* 6*d.*; Milford, Wednesdays—5*s.* (all 1st cl.).

Rail from London (Paddington station), 6, 9.15, 10.10, and 11.45 A.M.; 4.50, 8.10, and 9 P.M. Fare, 44*s.* 2*d.* 1st cl.

Hotel:—Mackworth Arms.

T. M. from London, 1*s.* 6*d.*

SWATOW, a sea-port of China, on its E. coast, 220 m. E.N.E. Canton; lat. 23° 23′ N., lon. 116° 42′ E. Pop. 50,000. It is one of

the open ports under the treaty of Tien-tsin, and an extensive trade is carried on; 483 vessels, of 208,869 tons burden, entered, and 493 vessels, of 213,288 tons burden, cleared this port last year, the value of the imports amounting to one and a quarter million sterling, and the exports to nearly a million sterling.

Consul:—George W. Caine, Esq.

For route, *see* SHANGHAI; thence by steamer of the Shanghai Steam Navigation Co.

T. M. from London, 62*s*.

SYDNEY, a town of E. Australia, cap. of the colony of New South Wales, on a cove on the S. side of the magnificent bay of Port Jackson, 7 m. from its mouth; lat. 33° 54′ S., lon. 151° 11′ E. Pop. 100,000. The town stands principally on two hilly necks of land, bounding Sydney Cove on the E. and W. Public buildings: the cathedral, court-house, police and commissariat offices, barracks, custom-house, and gaol. The chief articles of importation are wines, spirits, manufactured goods, apparel of all sorts, hardware, earthenware, saddlery, books, and stationery, carriages from England, tea from China, and sugar from Mauritius. The chief exports are wool and gold.

For steamers, *see* Table.

Hotel:—The Wellington.

Letters from England to New South Wales, Queensland, Tasmania, and New Zealand, same rates as Victoria, S. and W. Australia.

SYRA, a port on the E. shore of island of same name, in the Grecian Archipelago, among the Cyclades, 20 m. N.W. Paros; lat. 37° 26′ N., lon. 24° 56′ E. Pop. 15,000. It is a principal station of the Mediterranean steamers going to and from Constantinople.

Consul:—St. Vincent Lloyd, Esq.

Steamers of the Messageries Impériales leave Marseilles for Syra, 8th, 18th, and 28th, at 4.30 P.M.; returning 9th, 19th, and 29th, at 6 P.M.—fare, 313 fr. 1st cl. Those of the Austrian Lloyd's leave Constantinople for Syra, Saturdays, at 4 P.M.; returning Thursdays at noon—92*s*.; or, *viâ* Smyrna, 101*s*. 6*d*. 1st cl. The same Co.'s steamers leave Candia for Syra, Sundays, at 8 P.M.; returning Tuesdays, at 5 P.M.—26*s*. The same Co.'s steamers leave Athens (Piræus) for Syra, Tuesdays and Saturdays, at 8 P.M.; returning Wednesdays and Sundays, at 10 P.M.—11*s*. The same Co.'s steamers leave Trieste for Syra, Tuesdays, at 4 P.M.; returning Mondays, at 6 P.M.—110½ florins 1st cl. Likewise, Saturdays, at 2 P.M.; returning Sundays, at 11 P.M.—100 florins 1st cl.

T. M. from London, 9*s*.

TABOGA, an islet of the Granadian Confederation, in the Gulf, and 10 m. S. Panama; lat. 8° 48′ N., lon. 78° 30′ W. Pop. 1000. This island is the head-quarters, in these parts, of the Pacific Steam Navigation Company (Chief Office, 3, Harrington Street, Liverpool), whose steamers serve the entire W. coast of S. America, and thence by Cape Horn to Liverpool. The company's officers and artisans form quite a little colony amongst themselves here. A large gridiron is available for repairs of steamers; and in the steam-factories and workshops are found the same elaborate appliances for the refitting of machinery as at home.

A steam-tender keeps this small port in constant communication with Panama; and with its aid the passengers are transferred from that port to the mail steamer at Taboga.

To the S.W. of this island lies the small islet of FLAMINGO, the station of the steamers of the Pacific Mail Steamship Company, and also of the Panama Railway Steamship Company, which serve ports N. of Panama as far as San Francisco, thence to Japan and China.

TABRIZ, or **TEBRIZ**, a city of Persia, on the Aji; lat. 38° 2′ 2″ N., lon. 46° 12′ 10″ E. Pop. 75,000. It has a citadel and extensive bazaars and caravanserais. It is the commercial entrepôt between India, Persia, and Russia. The imports of British manufactures, consisting principally of plain and printed cottons, amounted to nearly a million sterling last year. The bulk of the merchandise from Europe has hitherto found its way to Tabriz *viâ* Trebizond and Erzeroum; but another and shorter line from Poti (*which see*), on the Black Sea, and *viâ* Tiflis, is finding great favour with the merchants.

Consul-General:—Capt. H. M. Jones (*Vict. Cross*).

For route from London, *see* RESHT; thence by horse (four days).

T. M. from London, 24*s.* 6*d.*

TACNA, a town of S. Peru, on the Tacna, 20 m. N.N.W. Arica, on the Pacific, with which it is connected by rail; lat. 17° 59′ S., lon. 70° 16′ W. Pop. 15,000.

For route, *see* ARICA; thence by rail.

TAGANROG, a fortified sea-port town of Russia, on the N. shore of the N.E. angle of the sea of Azof, denominated the Gulf of the Don, about 10 m. from the mouth of that river; lat. 47° 15′ N., lon. 38° 50′ E. Pop. 36,000. Of the exports, wheat is by far the most important. The imports consist chiefly of rice, oil, fruit, drysalteries, cotton and woollen goods, dye-stuffs, tobacco, sugar, and coffee. The largest portion of the trade is

carried on with Constantinople, Smyrna, and other Turkish ports, and there is an extensive coasting trade with Odessa.

Consul:—John Patrick Carruthers, Esq.

The steamers of the Russian Steam Navigation Company leave Odessa for Taganrog, Thursdays, 2 A.M.; returning Tuesdays, 7 A.M. Fare, 40 fr. 1st cl.

For route, *see* ODESSA; thence by steamer as above.

T. M. from London, 10*s.*

TALCAHUANHO, a port on the W. coast of S. America, Concepcion Bay, S. of Valparaiso, on the Biobio; lat. 36° 49′ 30″ S., lon. 73° 5′ 30″ W. Principal exports: tallow and hides.

Consul:—B. Cunningham, Esq.

For steamers, *see* Table.

TALTAL, a small port on the W. coast of S. America, N. of Chañaral; lat. 25° 15′ S., lon. 70° 35′ W. Pop. 2000.

For steamers, *see* Table.

TAMATAVE, a sea-port of Madagascar, on a bay on the E. coast; lat. 18° 10′ S., lon. 49° 28′ 5″ E. Pop. 3000.

Consul:—Jean A. Cruaux, Esq.

For route, *see* ST. DENIS; thence by sailing vessel.

Letters from England to Madagascar, by French packet. under ¼ oz., 8*d.*; ½ oz., 1*s.* 4*d.*; ¾ oz., 2*s.*; 1 oz., 2*s.* 8*d.*; registr. fee, *none;* to St. Mary, ¼ oz., 8*d.*; newspapers, 3*d.*

TAMBO DE MORA, a port on the Tambo river, 20 m. from its mouth, on the Pacific; lat. 4° 53′ S., lon. 79° 22′ W.

For steamers, *see* Table.

TAMPICO, a sea-port of Mexico, 150 m. S.E. Victoria, at the mouth of the river Panuco; lat. 22° 23′ N., lon. 97° 50′ W. Pop. 15,000. It has military and naval hospitals and well-supplied markets. Principal exports are specie, hides, tallow, jalap, sarsaparilla, and jerked beef.

Consul:—(*withdrawn*).

For steamers, *see* Table.

TAMWORTH, a town and parliamentary borough of England, cos. Stafford and Warwick, on the junction of the Tame and Anker, 6½ m. S.W. Lichfield and 110 m. from London by N.-Western railway. Pop. 11,000.

Members of Parliament:—Rt. Hon. Sir R. Peel, Bart. (L.), London residence, 4, Whitehall Gardens, S.W.; Rt. Hon. Sir H. L. Bulwer, G.C.B. (L.), London residence, 53, Upper Brook Street, W.

Rail from London (Euston Square), 6.15, 7.30, 7.40, 10, and 11 A.M.; 2.45, 5, 9, and 9.15 P.M. Fare, 20*s.* 6*d.* 1st cl.

Hotel:—Castle.

T. M. from London, 1*s.* 6*d.*

TANANARIVO, the cap. of the Ovahs in the island of Madagascar, near the centre of the island, 190 m. W. Tamatave. The sovereign resides here. The city has manufactures of very superior gold and silver chains, silks, &c.

Consul:—Thos. Conolly Pakenham, Esq.

For route, see TAMATAVE; thence by local conveyance.

TANGIER, a fortified sea-port of Morocco, kingdom of Fez, W. side of a bay of the Strait of Gibraltar, 8 m. S.E. Cape Spartel; lat. 35° 45′ N., lon. 5° 47′ W. Pop. 4000.

Consul-General (Minister Resident):—Sir John Hay Drummond Hay, K.C.B. Consul:—Horace Philips White, Esq.

Steamers of the Messageries Impériales leave Oran for Tangier, Saturdays, 8 P.M.; returning Thursdays, 6 P.M.

For route, *see* MARSEILLES; thence by steamer to Oran; thence by steamer as above.

TARANTO, a sea-port of Italy, anciently one of the wealthiest and most celebrated cities of Greece, near the N. extremity of the Gulf of Taranto, 42 m. W.S.W. Brindisi and 160 m. E.S.E. Naples, with both of which towns it is connected by railway; lat. 40° 29′ N., lon. 17° 12′ E. Pop. 25,000. The city is protected by a castle, commanding its harbour; it has a fine cathedral, numerous convents, and manufactures of linen and cotton fabrics. The great articles of commerce are oil and shell-fish. A railway is in course of construction, which will connect Taranto with Bari, and thus with the railway from Ancona to Brindisi.

Consul:—Pietro Randone, Esq.

The steamers of the Italian Steam-Packet Company (Peirano, Danovaro, and Co.) leave Genoa for Taranto weekly, and *vice versâ*.

T. M. from London, 7*s.* 6*d.*

TARRAGONA, a city and sea-port of Spain, in Catalonia, cap. of province of same name, at the mouth of the Francoli, in the Mediterranean, 40 m. W.S.W. Barcelona, on the railway from Barcelona to Valencia; lat. 41° 9′ N., lon. 1° 10′ E. Pop. 20,000. This once famous city is now contracted to a space which covers only a small portion of its ancient limits. There is a fine cathedral. It is the chief exporting port of Catalonia. The exports are nuts, almonds, wines, brandy, cork-wood, and cork-bark.

Consul:—Sebastian Consul, Esq.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 and 8.45 P.M., *viâ* Dover, Calais,

Paris, Orleans, Perigueux, Toulouse, Perpignan, Gerona, and Barcelona.

Hôtel de Paris.

T. M. from London, 7*s*.

TAUNTON, a town of England, co. Somerset, W. division, on the Tone, 37 m. S.W. Bristol and 163 m. W.S.W. London by Gt. Western railway. Pop. 15,000. The manufactures are silk-stuffs, crapes, sarsenets, and lace.

Members of Parliament:—Co. SOMERSET; *East*, Major R. S. Allen (C.), London residence, United Service Club, S.W.; Richard Bright, Esq. (C.), London residence, Arthur's Club, S.W. *West*, W. H. P. Gore Langton, Esq. (C.), London residence, 25, George Street, Hanover Square, W.; Captain Hon. A. W. Hood (C.), London residence, 2, Pall Mall Place, S.W. BOROUGH; Alexander Charles Barclay, Esq. (L.), London residence, 25, Bolton Street, Piccadilly, W.; Henry James, Esq. (L.), London residence, 1, New Court, Temple, E.C.

Rail from London (Paddington station), 6, 9.15, 10.10, and 11.45 A.M.; 2, 4.50, 8.10, and 9 P.M. Fare, 37*s*. 4*d*. 1st cl.

Hotel:—The Castle.

T. M. from London, 1*s*. 6*d*.

TAVISTOCK, a town of England, co. Devon, on the Tavy, 13 m. N. Plymouth and 240 W.S.W. London by Gt. Western railway. Pop. 10,000. The town is on the N.W. bank of the river, here crossed by three bridges, and from which the ground rises, by a steep acclivity on both sides, to the height of several hundred feet.

Member of Parliament:—A. J. E. Russell, Esq. (L.), London residence, 10, South Audley Street, W.

Rail from London (Paddington station), 6, 9.15, 10.10, and 11.45 A.M.; 4.50, 8.10, and 9 P.M. Fare, 55*s*. 10*d*. 1st cl.

Hotel:—The Bedford.

T. M. from London, 2*s*.

TCHERNOVITCH, a town of Austria, and cap. Bukowina, 140 m. S.E. Lemberg, lies on a hill, near the Pruth; lat. 48° 30′ N., lon. 25° 50′ E. Pop. 25,000. It is the entrepôt of the important Lemberg Tchernovitch Railway Co. (London Offices, 17, Fenchurch Street, E.C.), which line has been for some years in progress, to connect the North Sea and the Baltic by a direct railway with the Black Sea. The section from Tchernovitch to Suczava (35 m.) has just been opened to the public; the section to Jassy will be ready in two months.

For route, *see* WARSAW; thence *viâ* Lukow, Lublin, Lemberg, Chodorow, and Stanislas.

T. M. from London, 6*s*.

TEHERAN, the modern cap. of Persia, near the foot of Mount Elborg, 215 m. N.N.W. Ispahan, and 1350 m. E.S.E. Constantinople; lat. 35° 42′ N., lon. 51° 20′ 50″ E. Pop. 60,000. It is about 5 m. in circuit, and is surrounded by a strong earthen wall, flanked by numerous towers, with a glacis and dry ditch. There are few public edifices of any note.

Consul:—A. Glen, Esq.

For route from London, *see* ISPAHAN; thence by horse (7 days). Or, *viâ* St. Petersburgh (*which see*); thence by rail to Moscow and Nijni-Novgorod; thence by steamer to Resht (*which see*); thence by horse to Teheran (7 days).

Money:—1*l.* sterling = 110 piastres; 1 shami = 23*s.*; 1 piastre = 2*s.* 2*d.*; 1 keran = 10*d.*

T. M. from London, 24*s.* 6*d.*

TEIGNMOUTH, a river-port of England, co. Devon, at the mouth of the Teign, in the English Channel, 12¼ m. S.S.E. Exeter, and 209 m. from London by Gt. Western railway; lat. 50° 33′ N., lon. 3° 29′ W. Pop. 7000. Imports: coal and culm. Exports: granite and pipeclay.

660 vessels, of 64,380 tons burden, entered and cleared the port during the year 1868.

Rail from London (Paddington station), 6, 9.15, 10.10, and 11.45 A.M.; 4.50, 8.10, and 9 P.M. Fare, 43*s.* 9*d.* 1st cl.

Hotel:—The Royal.

T. M. from London, 1*s.* 6*d.*

TENEDOS, an island off the W. coast of Asia Minor, 5 m. N.W. Alexandria Troas, and 15 m. S.S.W. the mouth of the Dardanelles; length, 5 m.; breadth, 2 m.; lat. 39° 50′ 15″ N., lon. 26° 3′ E. Pop. 7000. It produces superior wine, corn, cotton, and fruits.

The steamers of the Austrian Lloyd's leave Constantinople for Tenedos, Thursdays, at 4 P.M.; returning Tuesdays, 6.30 A.M. Fare, 44*s.* 1st cl.

TENERIFFE, the largest of the CANARY ISLANDS, in the Atlantic, 40 m. N.W. the Great Canary. Area, 877 sq. m. Pop. 100,000. Surface is mountainous. The PEAK OF TENERIFFE, the famous volcanic mountain, lies in lat. 28° 16′ 5″ N., lon. 16° 39′ W. Its height above the ocean is 12,182 ft. The island produces wine, orchill, barilla, and silk. Chief town, SANTA CRUZ, lat. 28° 32′ N., lon. 16° 28′ W.

Consul:—Henry Colley Grattan, Esq.

Letters from England to Teneriffe, by packet, and *viâ* France and Spain, under ¼ oz., 6*d.*; ½ oz., 1*s.*; ¾ oz., 1*s.* 6*d.*; 1 oz., 2*s.*; registr. fee, 4*d.*; newspapers, 2*d.*

For steamers, *see* Table.

TENEZ, a port of Africa, Algeria, 120 m. E.N.E. Oran and 102 m. W.S.W. Algiers, at the head of a bay which forms a small harbour, with an insecure roadstead; lat. 36° 29′ N., lon. 1° 17′ E. Pop. 3500. It has become the port of Orleansville, a new city, with which it connects by a fine road, constructed by the French soldiers.

The steamers of the Messageries Impériales leave Algiers for Tenez, Saturdays, 10 P.M., returning Thursdays, 10 A.M.

T. M. from London, 8*s*.

TEWKESBURY, a town and parliamentary borough of England, co. and 10 m. N.N.E. Gloucester, and 114 m. from London by London and N.-Western railway. Pop. 7000.

Member of Parliament:—William E. Price, Esq. (L.), London residence, 17, Pall Mall, s.w.

Rail from London (Euston Square station), 6.15, 10, and 12 A.M.; 2.45 P.M. Fare, 21*s*. 1st cl.

Hotel:—Swan.

T. M. from London, 1*s*. 6*d*.

THEODOSIA, a small port on the S.E. coast of the Crimea; lat. 45° 3′ N., lon. 35° 20′ E. Pop. 9000. There are some exports of grain and wool.

Consul:—E. B. Barker, Esq.

The steamers of the Russian Steam Navigation Co. leave Odessa for Theodosia, Thursdays, 2 A.M.; returning Wednesdays, 8 P.M. Fare, 23 roubles 1st cl.

T. M. from London, 10*s*.

THIRSK, a town and parliamentary borough of England, co. York, N. Riding, on the York and Newcastle railway, 9 m. S.S.E. Northallerton, and 210¼ m. from London by Gt. Northern railway. Pop. 5000. The town stands on both banks of the Codbeck, an affluent of the Swale, and has a fine old church.

Member of Parliament:—Sir W. P. Gallwey, Bt. (C.), London residence, 7, Lower Belgrave Street, s.w.

Rail from London (King's Cross station), 7.40, 9, 10, and 12 A.M.; 5.25 P.M. Fare, 40*s*. 9*d*. 1st cl.

T. M. from London, 1*s*. 6*d*.

TIEN-TSIN, a city of China, and the port of Pekin (*which see*), from which it is nearly 70 m. S.E., at the confluence of the Yun-ling and the Peiho rivers; lat. 39° 5′ N., lon. 117° 10′ E. Pop. 200,000. Foreign vessels of ordinary burden cannot reach the city of Tien-tsin, on account of a bar at the entrance of the river and its crooked navigation, hence large ships anchor outside, in the Takoo roadstead, where their cargoes are transferred to native craft. Imports as follows: opium, cottons,

and woollens, 2,649,164*l.*; all other foreign imports, 264,519*l.*; sugar, silks, pepper, tobacco, brass buttons, and tea, 816,554*l.*; all other Chinese imports, 537,717*l.*; treasure, 132,845*l.*; munitions of war, 16,166*l.*; total value of import trade, 4,416,965*l.* It is noticeable that in this part of China, tea, instead of being an export, is an import of more than 100,000*l.*, consisting almost entirely of brick tea for the use of the Mongolians. The exports for 1868 amounted to 1,456,332*l.*, of which the bulk, namely, 1,068,986*l.*, consisted of treasure, and 387,346*l.* of tobacco, cotton, seeds, coal, &c.

The consumption of coal by steamers calling here would be large if the supply could be relied upon, but there is a want of conveyance from the mines, which is at present by mules and camels, the distance being 225 li, or 75 English miles, 3 li being about equal to 1 mile.

Consul:—James Mongan, Esq. Vice-Consul:—William Hyde Lay, Esq.

Steamers of the Shanghai Steam Navigation Company leave Shanghai for Hankow three times a-week, calling at Tien-tsin.

T. M. from London, *viâ* Kiachta (*which see*), 112*s.* 6*d.*

TIPPERARY. For co. members, *see* **CLONMEL.**

TIVERTON, a town and parliamentary borough of England, co. Devon, at the confluence of the Exe and Loman, on the Bristol and Exeter railway, 13½ m. N.N.E. Exeter, and 184 m. from London by Gt. Western railway. Pop. 12,000.

Members of Parliament:—Hon. Geo. Denman (L.), London residence, 1, Tanfield Court, Temple, E.C.; John H. Amory, Esq. (L.), London residence, 46, Prince's Gate, W.

Rail from London (Paddington station), 6, 9.15, 10.10, and 11.45 A.M.; 2 and 4.50 P.M. Fare, 41*s.* 7*d.* 1st cl.

Hotel:—Angel.

T. M. from London, 1*s.* 6*d.*

TOBAGO, one of the W. Indian islands, Windward group, belonging to Great Britain, in lat. 11° 9′ N., lon. 60° 32′ W., 20 m. N.E. Trinidad and 82 m. S.E. Grenada. Pop. 17,000. The island is 32 m. in length and 12 in breadth; on the N. extremity rugged and mountainous, and from the sea appearing a mass of dark precipices. The bulk of the exports consists of sugar, rum, and molasses, amounting to about 80,000*l.* annually.

For steamers, *see* Table.

TOCOPILLA, a port of Peru, 115 m. S. Iquique; lat. 17° 45′ S., lon. 65° 12′ W. Pop. 1000. There are some exports of copper from this port.

For steamers, *see* Table.

TOLEDO, a city of Spain, on the Tagus, 56 m. S.S.W. Madrid, on a branch line of the railway from Madrid to Alicante; lat. 39° 52′ N., lon. 4° 49′ W. Pop. 20,000.

Toledo has, from a remote period, been famous for its manufacture of sword blades. The royal sword manufactory is about 2 m. from the city.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Bordeaux, Bayonne, Burgos, and Madrid; thence by rail, *viâ* Castillejo (junc.).

Hôtel de Lino.

T. M. from London, 7*s*.

TOMÉ, a small port on the W. coast of S. America, 234 m. S. of Valparaiso; lat. 36° 35′ S., lon. 73° W.

For steamers, *see* Table.

TONNAY-CHARENTE, a city and river-port of France, dép. Charente-Inférieure, on the Charente, 3 m. E. Rochefort; lat. 45° 57′ N., lon. 0° 52′ W. Pop. 4000. The harbour is sufficiently deep to admit vessels of 600 tons burden.

Consul:—The Hon. Henry P. Vereker.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Tours, Poitiers, and La Rochelle.

T. M. from London, 3*s*. 4*d*.

TÖPLITZ, a town and watering-place of Bohemia, and, next to Carlsbad, the most popular resort of Germany. It is pleasantly situated on the Saubach, 47 m. N.W. Prague, on a short branch line of the railway from Prague to Dresden; lat. 50° 39′ N., lon. 13° 43′ E. Its resident population is only about 7000, but during summer it boasts of an influx, raising the number to 20,000.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Aix-la-Chapelle, Cologne, Hanover, Brunswick, Magdeburg, Leipsic, Dresden, and Aussig.

Hotel:—Prince de Ligne.

T. M. from London, 6*s*.

TORONTO, the largest and most populous city of Canada West, of which it is the cap., on the N. shore of Lake Ontario, towards its W. extremity; lat. 43° 32′ N., lon. 79° 20′ W. Pop. 60,000. In 1830 it had only 4000 inhabitants, its subsequent progress having been more rapid than that of any other town in Canada.

For route, *see* MONTREAL. Thence by rail, 333 m.
Hotel:—Lamb's.
T. M. from London, 30*s*.

TORQUAY, a town of England, co. Devon, 12 m. N.E. Dartmouth, and 220 m. from London by Gt. Western railway. Pop. 18,000. It is a station on the S. Devon railway, and has regular communication by steam-packet with Plymouth, Portsmouth, and Southampton.
Rail from London (Paddington station), 6, 9.15, 10.10, and 11.45 A.M.; 4.50 P.M. Fare, 46*s*. 1*d*. 1st cl.
Hotel:—The Royal.
T. M. from London, 1*s*. 6*d*.

TOULON, a sea-port of France, and, after Brest, its most important naval arsenal, lies at the bottom of one of the finest harbours of the Mediterranean, 32 m. E.S.E. Marseilles and 190 m. S.S.E. Lyons, on the railway from Marseilles to Nice; lat. of observatory, 43° 7′ 5″ N., lon. 5° 56′ E. Pop. 90,000. The trade of Toulon is steadily increasing. Its imports consist chiefly of corn, flour, salt, provisions, and timber; the exports, of oil, capers, figs, raisins, almonds, oranges, and other fruits.
Consul:—Louis J. B. Jouve, Esq.
Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Lyons, and Marseilles.
Hotel:—Victoria.
T. M. from London, 3*s*. 4*d*.

TOULOUSE, one of the principal cities in the S. of France, on the Garonne, 132 m. S.E. Bordeaux, on the railway from Bordeaux to Cette; lat. 43° 36′ 47″ N., lon. 1° 27′ 57″ E. Pop. 120,000. Toulouse has manufactures of coarse woollen cloths, silks, gauzes, printed cottons, cotton yarn, files, and steel wares, paper, &c., and a royal tobacco manufactory.
Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Orleans, Vierzon, Perigueux, Agen, and Montauban.
Hôtel de l'Europe.
T. M. from London, 3*s*. 4*d*.

TOURNAY, a fortified town of Belgium, close to the French frontier, 45 m. W.S.W. Brussels, on the railway from Brussels to Lille; lat. 50° 37′ N., lon. 3° 22′ E. Pop. 35,000. The Scheldt, crossed here by several flying bridges, divides Tournay into two parts.
Route from London, by rail (fixed mail services), from Charing

Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, and Lille.

Hôtel de l'Impératrice.

T. M. from London, 2*s.* 6*d.*

TOURS, a city of France, on a narrow tongue between the rivers Loire and Cher, close to the point of their confluence, 127 m. S.W. Paris, on the railway from Paris to Bordeaux; lat. 47° 23′ N., lon. 0° 42′ E. Pop. 42,000. The chief buildings are the town-hall and museum, cathedral, archbishop's palace, prefecture, court-house, college, general hospital, exchange, theatre, barracks, and prison.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, and Orleans.

Hôtel de l'Univers.

T. M. from London, 3*s.* 4*d.*

TRALEE, a sea-port of Ireland, co. Kerry, on the Lee, about 1 m. above the head of Tralee Bay, 59 m. W.N.W. Cork; lat. 52° 17′ N., lon. 9° 45′ W. Pop. 12,000. It is the terminus of the Great Southern and Western railway. 204 vessels, of 13,694 tons burden, entered and cleared the port during last year.

Members of Parliament:—Co. KERRY; Right Hon. Viscount Castlerosse (L.), London residence, 20, Grosvenor Gardens, S.W.; H. A. Herbert, Esq. (L.), London residence, Army and Navy Club, S.W. BOROUGH; Daniel O'Donoghue, Esq. (L.), London residence, Reform Club, S.W.

Route from London (Euston Square station), *viâ* Holyhead and Kingstown.

T. M. from London, 4*s.*

TREBIZOND, a city and sea-port of Asia Minor, on the S.E. coast of the Black Sea, 120 m. N.W. Erzeroum; lat. 40° 1′ N., lon. 39° 44′ E. Pop. 32,000. The town is built on the slope of a hill declining to the sea, and backed by steep eminences rising behind. The fortifications are very strong. The imports are manufactured cottons, chiefly from England, sugar, coffee, rum, salt, tin, and wine. More than half the imports are destined for Persia. The exports to Europe consist of silk, sheep's wool, tobacco, carpets, shawls, galls, and drugs of various sorts, boxwood, nuts, &c. Rich veins of copper and lead exist in the neighbouring mountains, but are badly wrought.

Consul:—William Gifford Palgrave, Esq.

Steamers of the Messageries Impériales leave Constantinople for Trebizond, Mondays, at 2 P.M.; returning Saturdays, 4 P.M. Those of the Austrian Lloyd's leave Constantinople for Trebi-

zond, Fridays, at noon; returning Thursdays, 10 A.M. Fare, 126*s*. 1st cl.

For route from London, *see* CONSTANTINOPLE; thence by steamer, as above.

T. M. from London, 15*s*. 6*d*.

TREVES, a city of Prussia, on the r. b. of the Moselle, near its confluence with the Saar, and near the frontier of Luxembourg, 60 m. S.W. Coblentz, on the railway from Coblentz to Luxembourg; lat. 49° 45′ N., lon. 6° 37′ E. Pop. 22,000.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Namur, and Luxembourg.

Hôtel de Treves.

T. M. from London, 6*s*.

TRICHINOPOLY, a large fortified town of British India, presid. Madras, on the Cauvery, 186 m. S.W. Madras, on the railway from Madras to Tanjore, and 82 m. from Negapatam by rail; lat. 10° 45′ N., lon. 78° 45′ E. Pop. 75,000. Trichinopoly is the head-quarters of the S. division of the Madras army, which has good cantonments here.

For route, *see* MADRAS; thence by Gt. Southern of India railway, 86 m.

T. M. from London, 57*s*.

TRIESTE, a town and sea-port of Austria, on the Adriatic, near its N.E. extremity, 73 m. E. by N. Venice, on the railway from Vienna to Venice; lat. 45° 39′ N., lon. 13° 47′ E. Pop. 65,000. It is divided into the old and new towns; the former stands at the foot and on the declivity of a hill, crowned by the citadel, and has dark, narrow, and steep streets; the latter is built on level ground taken from the sea, and consists of handsome streets crossing each other at right angles, and lined with neat buildings. The exports are corn, wine, oil, shumac, tobacco, wax, silks, hemp, wool, flax, hides, furs and skins, quicksilver, cinnabar, iron, lead, copper, brass, litharge, alum, vitriol, timber, and marble. The imports are sugar, coffee, dye-stuffs, cotton, wool, silks, oil, tin plates, salted fish, &c.

Consul:—Charles Lever, Esq. Vice-Consul:—E.W. Brock, Esq.

Trieste is the port of departure of the steamers of the Austrian Lloyd's Steamship Company, whose fleet numbers 70 steamers, serving the various ports in the Mediterranean, Adriatic, the Grecian Archipelago, the Sea of Candia, and the Black Sea. London offices:—Hickie, Borman, and Co., 127, Leadenhall Street, E.C.

The Mediterranean steamers of Burns and McIver (1, Rumford Street, Liverpool) leave Liverpool for Trieste monthly.

Steamers of the Austrian Lloyd's leave Trieste for:—Alexandria, Saturdays, at midnight (fare, 13*l.*); Ancona, Tuesdays, 4 P.M. (18 fl.); Antivari, Thursdays, 5 A.M., and Saturdays, midn. (36 fl.); Argostoli, Tuesdays, 4 P.M. (79 fl.); Brindisi, Tuesdays, 4 P.M. (53 fl. 25 c.); Cattaro, Tuesdays and Saturdays, midn.; Cerigo, Tuesdays, 4 P.M.; Constantinople, Saturdays, 2 P.M. (142 fl.); Corfu, Tuesdays, 4 P.M., Saturdays, 2 P.M., and Saturdays, midn. (66 fl. 50 c.); Durazzo, Thursdays, 5 A.M., and Saturdays, midn. (41 fl.); Fiume, Fridays, 10 A.M.; Pola, Tuesdays, midn., Thursdays, 5 A.M., Fridays, 10 P.M., Saturdays, midn.; Prevesa, Saturdays, midn. (138*s.* 6*d.*); Ragusa, Tuesdays, midn., Saturdays, midn., and Sundays, 7 A.M.; Ravenna, Wednesdays, 10 P.M.; Scio, Tuesdays, 4 P.M. (227*s.*); Segna, Mondays, 10 A.M.; Smyrna, Tuesdays, 4 P.M. (237*s.* 6*d.*); Spalato, Tuesdays, midn., Thursdays, 5 A.M.; Syra, Tuesdays, 4 P.M., and Saturdays, 2 P.M. (110½ fl.); Venice, Tuesdays, Thursdays, and Saturdays, midn. (10*s.*); Zante, Tuesdays, 4 P.M. (81 fl. 75 c.); Zara, Wednesdays, midn., Thursdays, 5 A.M., and Saturdays, midn.—(All 1st cl.) For branch and connecting lines, *see* ports of destination in Table.

Hôtel de France.

T. M. from London, 6*s.*

TRIM, a town of Ireland, co. Meath, 25 m. N.W. Dublin. Pop. 5000.

Members of Parliament:—Co. MEATH; Matthew Elias Corbally, Esq. (L.), London residence, 5, Cleveland Road, S.W.; Edward MacEvoy, Esq. (L.), London residence, Army and Navy Club, S.W.

Route from London (Euston Square station) *viâ* Holyhead and Kingstown.

T. M. from London, 4*s.*

TRINCOMALEE, a town of Ceylon on its N.E. coast, near the entrance to the bay of same name, 150 m. N.E. Colombo; lat. 8° 32′ N., lon. 81° 87′ E. Pop. 5000. The town, which is but inconsiderable, is built at the foot of a rock, on which is the fort, on the outside of a narrow peninsula bounding the harbour on the E.

For route, *see* POINT DE GALLE; thence by local steamer.

T. M. from London, 61*s.*

TRINIDAD, the most S. of the British W. India Islands, 13 m. N.E. the peninsula of Paria, Venezuela; lat. of PORT GALERA 10° 50′ N., lon. 60° 54′ W. The island is 90 m. long and 50 broad. Pop. 100,000. Cocoa abounds, and forms the chief export, besides sugar, molasses, coffee, cotton, hides, and asphalte.

The imports and exports amount to about a million sterling respectively. Chief town, PORT OF SPAIN, on the W. coast.

For steamers, *see* Table.

TRINIDAD, a town of the island of Cuba, on river of same name, near S. coast; lat. 21° 45′ N., lon. 80° 1′ W. Pop. 15,000.

Consul:—Francis H. Cowper, Esq.

For route, *see* HAVANNAH; thence by local steamer.

TRIPOLI, a sea-port, N. coast of Africa, 300 m. S. of Sicily and 600 m. S.E. Algiers; lat. 32° 53′ 54″ N., lon. 13′ 11′ E. Pop. 20,000. Principal edifices: the citadel with the residence of the pacha, dockyard, mosques, &c. It has an active trade as far as Bornou and Timbuctoo.

Consul-General:—F. R. Drummond Hay, Esq. Vice-Consul:—Thomas C. Taylor, Esq.

For route, *see* MALTA; thence by steamer or occasional sailing vessel.

T. M. from London, 17*s*.

TRIPOLIS, a sea-port of Syria, on the Mediterranean, at the mouth of the Kadisha, 56 m. N.E. Beyrout; lat. 34° 26′ 4″ N., lon. 35° 49″ E. Pop. 16,000. It has an export trade in silk, wool, cotton, tobacco, and cochineal.

Consul:—C. A. Mercer, Esq.

The steamers of the Messageries Impériales leave Marseilles for Tripolis, 8th, 18th, and 28th, at 4.30 P.M.; returning 1st, 11th, and 21st, at 6 P.M. Fare, 615 fr.

T. M. from London, 15*s*. 6*d*.

TROON, a sea-port of Scotland, co. Ayr, on a small bay in the Irish Channel, 7½ m. S.W. Kilmarnock; lat. 55° 33′ N., lon. 4° 40′ W. Pop. 3000. Has a good harbour, with a pier, ship-building and wet docks, and a lighthouse.

3158 vessels, of 317,143 tons burden, entered and cleared the port during the year 1868.

Rail from London (Euston Square station) to Kilmarnock, 6.25, 7.30, 9, 10, and 11 A.M.; 8 and 9 P.M. Fare, 69*s*. 3*d*. 1st cl. Thence by local line.

Hotel:—Portland Arms.

T. M. from London, 2*s*.

TROY, a town of the U. States, in New York, co. Rensselar, of which it is the cap., on the Hudson river, 7 m. N.N.E. Albany and 151 m. from New York, on the Rensselar and Saratoga railway; lat. 42° 40′ N., lon. 73° 30′ W. Pop. 60,000. The town stands on the alluvial flat on both sides of the river. It is regularly laid out, most of the streets crossing each other at right angles, and well built. The thoroughfares are in general about 60 ft. in breadth, macadamised, shaded with trees, and well

lighted. Many of the public buildings are elegant, especially the court-house. There are several cotton-mills, paper and slitting mills, nail and iron works, breweries, tanneries, and leather factories.

For route, *see* NEW YORK; thence by Rensselar and Saratoga railway, 141 m.

Hotel:—The American.

T. M. from London, 32*s.* 6*d.*

TRURO, a sea-port of England, co. Cornwall, 11 m. N. of Falmouth, 21 m. S.W. Bodmin, and 300½ m. from London by Gt. Western railway; lat. 50° 17′ N., lon. 5° 2′ W. Pop. 15,000. It is a station on the Cornwall and West Cornwall railway.

The trade is considerable, and chiefly connected with the mining interest. Large quantities of tin-ore are run into bars and ingots for exportation to the Mediterranean and India, and copper-ore is exported to Swansea to be smelted, while coals, iron, and timber are largely imported for consumption in the mines, one of which, the East Huel Rose, is close to the town. 1144 vessels, of 128,225 tons burden, entered and cleared the port during the year 1868.

Members of Parliament:—Frederick Martin Williams, Esq. (C.), London residence, 35, St. James's Place, S.W.; Capt. Hon. J. C. W. Vivian (L.), London residence, 16, Lowndes Street, S.W.

Rail from London (Paddington station), 6 and 9.15 A.M.; 8.10 and 9 P.M. Fare, 64*s.* 6*d.* 1st cl.

Hotel:—The Royal.

T. M. from London, 2*s.*

TRUXILLO, a sea-port of Central America, state Honduras, on the Caribbean Sea; lat. (of port) 15° 55′ N., lon. 85° 59′ W. Pop. 2500. Its harbour, on the bay of Truxillo, is defended by several forts. Exports: hides, sarsaparilla, cochineal, and indigo.

Consul:—William Melhado, Esq.

For route, *see* GREY TOWN; thence by local conveyance.

TRUXILLO, a sea-port of N. Peru; lat. 8° 7′ 5″ S., lon. 79° 4′ 2″ W. Pop. 7000. It is situated near the coast of the Pacific Ocean, about 125 m. S.E. Lambayeque, and 5 m. from its port, HUANCHACO (*which see*). This city was founded by Pizarro in 1535, and has an ancient cathedral. On the Truxillo road, 2½ m. N.E. of the port, lie the ruins of the ancient native city, CHIMO, surnamed 'the Grand.' Its circumference cannot have been less than 10 m.

For steam route, *see* HUANCHACO, in Table.

TULA, a town of Russia, on both sides of the Upa, 110 m. S. Moscow, on the railway from Moscow to Orel; lat. 54° 15′ N.,

lon. 37° E. Pop. 60,000. This town, the Sheffield and Birmingham of Russia, is one of the most interesting in the empire. Tula is celebrated for its gun-factories, employing upwards of 80,000 hands.

For route, *see* WILNA. Thence by rail, *viâ* Dünaburg, Vitepsk, and Mohilev.

T. M. from London, 10*s*.

TULLAMORE, a town of Ireland, co. King's, 50 m. W.S W. Dublin. Pop. 5000. Principal shipping station on the Grand Canal.

Members of Parliament:—KING'S Co.; Sir Patrick O'Brien, Bart. (L.), London residence, 21, Bryanston Square, w.; David Sherlock, Esq. (L.), London residence, 47, Mount Street, w.

Route from London (Euston Square station), *viâ* Holyhead and Kingstown.

Hotel:—Charleville Arms.

T. M. from London, 4*s*.

TULTSCHA, a port of Turkey, r. b. of Danube, 40 m. from its mouth, and 108 m. N.E. Silistria. It is close on the Russian frontier, and important on account of its fortifications.

Steamers of the Messageries Impériales leave Constantinople for Tultscha, Mondays, at noon; returning Mondays, 5 P.M. Those of the Austrian Lloyd's leave Constantinople for Tultscha, Saturdays, at 4 P.M.; returning Fridays, at 1 P.M. Fare, 102*s*. 1st cl.

T. M. from London, 9*s*.

TUMACO, or **GORGONILLA**, an island of S. America, off the W. coast of Ecuador, 88 m. N.E. Esmeraldas; lat. 1° 45′ N., lon. 78° 45′ W.

For steamers, *see* Table.

TUMBEZ, a port of Peru, 110 m. N. Piura, on the Tumbez river; lat. 3° 30′ S., lon. 80° 15′ W. Pop. 1000. The Spaniards first disembarked here in 1526.

For steamers, *see* Table.

TUNBRIDGE WELLS, a town and watering-place of England, cos. Kent and Sussex, 18 m. S.W. Maidstone, 34½ m. S.E. London by London and South-Eastern railway. Pop. 19,000. It is noted for the medicinal properties of its springs, the water of which is chalybeate.

Rail from London (Charing Cross station), 6.25, 9.23, and 11.45 A.M.; 1.35, 2.18, 2.30, 4.5, 4.48, 5.5, 6.15, 7.28, and 8.50 P.M. Fare, 10*s*. 1st cl.

Hotel:—Castle.

TUNIS, an ancient maritime city of N. Africa, on the W. side of the Gulf of Tunis, being separated from it by a large

salt-water lake or lagoon, about 4 m. W. from the sea, and 3 m. S.W. from the ruins of ancient Carthage; lat. 36° 48′ N., lon. 10° 11′ E. Pop. 130,000.

Consul-General:—Richard Wood, Esq., C.B. Vice-Consul:—William K. Green, Esq.

Steamers of the Messageries Impériales leave Marseilles for Tunis, Fridays, at 5′ P.M.; returning Sundays, at noon. Fare, 148 francs. Steamers of the same co. leave Marseilles for Tunis (touching at La Calle), Fridays, at 5 P.M.; returning Saturdays, 6 P.M.

T. M. from London, 8*s.*

TURIN, a city of North Italy, on l. b. Po, at the junction of the Dora Riparia, 79 m. W.S.W. Milan; lat. 45° 3′ N., lon. 7° 41′ E. Pop. 181,000. In the centre of the Piazza del Castello is the ancient castle, now the Palazzo Madama, containing the royal gallery of pictures and the astronomical observatory.

Consul for North Italy:—D. E. Colnaghi, Esq.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Dijon, Macon, Culoz, Chambery, Mont Cenis, and Susa.

Hôtel de l'Europe.

T. M. from London, 7*s.* 6*d.*

TUTICORIN, a port of India, Madras presidency, 65 m. N.E. Cape Comorin, 33 m. E. Tinnevelly, and 325 m. S.W. Madras; lat. 8° 48′ N., lon. 78° 12′ E. Pop. 5000. It is situated on the N.W. coast of the Gulf of Manar. About 10,000 bales of cotton are exported annually from here.

Through fare from Southampton *viâ* Madras (for steamer, *see* Table) and British India Steam Navigation Company's steamer, 107*l.*

T. M. from London, 57*s.*

TWER, a town of Russia, on the Wolga, where it is joined by the Tvertza and Tmaka, on the railway between Moscow and St. Petersburgh, 90 m. N.W. Moscow; lat. 56° 51′ N., lon. 36° E. Pop. 26,000. In respect of the regularity of its streets and buildings, it ranks next to the two Russian capitals, but wants their bustle and animation. It is the entrepôt of corn from the S. destined for St. Petersburgh.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Cologne, Berlin, Bromberg, Königsberg, Kowno, Wilna, Dünaburg, St. Petersburgh, and Spirovskaia.

T. M. from London, 10*s.*

TYNEMOUTH, *see* **SHIELDS, NORTH.**

TYRONE. For co. members, *see* **OMAGH.**

ULM, a fortified town of Würtemberg, on the Danube, 45 m. S.E. Stuttgard and 44 m. W. by N. Augsburg, on the railway from Stuttgard to Augsburg; lat. 49° 54′ N., lon. 8° 8′ E. Pop. 25,000.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Lille, Brussels, Cologne, Frankfort, Heidelberg, and Bruchsal.

Hôtel de Russie.

T. M. from London, 6*s*.

UPSALA, a city of Sweden, on the Sala, by which it is divided into two parts, 37 m. N. by W. Stockholm; lat. 60° N., lon. 17° 30′ E. Pop. 10,000. Upsala is a fine, old-fashioned city, famous for its university, which is attended by from 1300 to 1500 students.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Cologne, Hamburgh, and Kiel. Thence by steamer to Copenhagen. Thence by steamer to Malmö in Sweden, and by rail to Stockholm, from where trains run three times daily to Upsala. An extension of this railway northwards to Falun is in progress.

Hotel:—Stadts

T. M. from London, 8*s*.

URBINO, a fortified town of Central Italy, on a mountain near the Metauro, 20 m. S.W. Pesaro; lat. 43° 50′ N., lon. 12° 40′ E. Pop. 20,000.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Macon, Culoz, Chambery, Mont Cenis, Turin, Milan, Bologna, and Rimini. Thence by diligence.

T. M. from London, 7*s*. 6*d*.

UTRECHT, a city of Holland, cap. of prov. of same name, on the Rhine, by which it is divided into two parts, 20 m. S. by E. Amsterdam, by which it is connected by railway; lat 52° 5′ N., lon. 5° 6′ E. Pop. 60,000. It is oval shaped, and is one of the best situated towns in the kingdom, being built on an undulating tract of ground. Manufactures of cloth and other woollen goods, velvets, linen fabrics, silk twists, and fowling-pieces, with bleaching-grounds, sugar and salt refineries, and brick and tile works.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, and Rotterdam. Thence by rail.

Hotel:—Belle Vue.

T. M. from London, 3*s*. 9*d*.

VALENCIA, a city of Spain, cap. of prov. of same name, on the Guadalquivir, about 4 m. from its mouth and 188 m. E.S.E. Madrid, with which it is connected by railway; lat. 39° 29′ N., lon. 0° 22′ W. Pop. 100,000. It stands in a wide plain on the bank of the river, which washes its walls, and separates it from its suburbs, with which it communicates by five bridges of from ten to thirteen arches. The university was founded in 1411, and is considered the best in Spain for the study of medicine. The manufactures comprise woollen fabrics, camlets, hats, table and other linen, gauzes, leather, glass, and Valencia tiles used for paving.

Consul:—Joseph H. Dart, Esq.

Steamers of the Messageries Impériales leave Marseilles for Valencia, Wednesdays, 5 P.M., *en route* for Oran; returning Thursdays, 5 P.M. Fare, 104 fr. 1st cl. The Spanish line of steamers (A. Lopez & Co.) leave Barcelona for Valencia, 7th and 22nd; returning 5th and 19th.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Orleans, Toulouse, Narbonne, Perpignan, Gerona, Barcelona, and Tarragona.

Hotel:—Del Cid.

T. M. from London, 7*s.*

VALENCIENNES, a town of France, on the Scheldt, where it is joined by the Rhonelle, 28 m. S.S.E. Lille, on the railway from Paris to Brussels; lat. 50° 21′ N., lon. 3° 30′ E. Pop. 25,000. Manufactories of lace, cambrics, cotton yarn, iron-plate, oil, linseed, saltpetre, &c., with cotton-printing works, tanneries, distilleries and salt-refineries, and a considerable trade in wine, brandy, oil, soap, timber, and charcoal. There are extensive coal mines in this district.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Lille, and Douai.

Hôtel des Princes.

T. M. from London, 3*s.* 4*d.*

VALLADOLID, a city of Spain, in Old Castile, on the Pisuerga, where it is joined by its tributary the Esgueva, 73 m. S.W. Burgos and 100 m. N.W. Madrid, on the railway from Burgos to Madrid; lat. 42° 40′ N., lon. 4° 50′ W. Pop. 40,000. The trade is very inconsiderable, but the country round produces white wine of good quality, madder, silk, and olives.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover,

Calais, Paris, Orleans, Tours, Bordeaux, Bayonne, Miranda, Burgos, and Placencia.

Hotel:—Del Siglo.

T. M. from London, 7*s*.

VALPARAISO, the principal sea-port town of Chili, on the Pacific, 60 m. N.N.W. Santiago; lat. 33° S., lon. 71° 34′ W. Pop. 80,000. It is inconvenient and ill built, standing at the foot of a range of precipitous hills. It consists chiefly of a long straggling street, with narrow and inconvenient thoroughfares leading out of it up the several ravines. The suburb Almendral to the S. is more regularly laid out. The bay is open to the N., but sheltered by heights on all sides, and the holding-ground offers secure anchorage, except during the northerly gales. Large quantities of corn are shipped here for Callao and Panama. Wheat, tallow, hides, copper, the precious metals, indigo, wool, and sarsaparilla, are the chief exports. A railway connects Valparaiso with the capital, Santiago.

Consul:—Henry William Rouse, Esq.

Valparaiso is the entrepôt for the steamers of the Chilôe line (David Sim, agent), belonging to the Pacific Steam Nav. Co. (3, Harrington Street, Liverpool).

For steamers, *see* Table.

VANCOUVER'S ISLAND, *see* **VICTORIA** (British N. America).

VANNES, a sea-port of France, at the bottom of the Gulf of Morbihan, 63 m. W.N.W. Nantes, on the railway from Nantes to Brest; lat. 47° 40′ N., lon. 2° 44′ W. Pop. 15,000.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Le Mans, Laval, and Rennes.

Hotel:—Croix d'Or.

T. M. from London, 3*s*. 4*d*.

VARNA, a fortified sea-port of Turkey, on the Black Sea, at the mouth of the Pravadi, 47 m. E. Schumla; lat 43° 12′ N., lon. 27° 54′ E. Pop. 16,000. Exports: tallow, hides, cheese, dried beef, and wool. The imports are manufactured goods, cottons and cotton twist, colonial produce, spirits and oil.

Steamers of the Messageries Impériales leave Constantinople for Varna, Mondays, at noon; returning Tuesdays, at 2 P.M.

Steamers of the Austrian Lloyd's leave Constantinople for Varna, Tuesdays and Fridays, at 4 P.M.; returning Wednesdays and Sundays, at 8 P.M. Fare, 53*s*.

For route, *see* ROUSTCHOUK; thence by railway, of which Varna is the terminal station.

T. M. from London, 10*s*.

VEGLIA, cap. of island of same name, in the Adriatic, Gulf of Quarnero, 3 m. N.W. island Cherso; lat. 40° 3′ N., lon. 14° 36′ E. Pop. 1000. The town has a cathedral and an episcopal palace, a castle and two monasteries. The island produces timber, wine, silk, fruits, marble, salt, and has important fisheries.

The steamers of the Austrian Lloyd's leave Fiume for Veglia, Sundays, at 6 A.M.; returning Thursdays, at 1 P.M.

VENICE, a fortified city of Italy, on the Gulf of Venice; lat. of St. Mark 45° 25′ 9″ N., lon. 12° 20′ 2″ E. Pop. 130,000. Venice contains a vast number of magnificent churches and palaces. The chief edifices are the palace of the Procuratie Vecchie, standing upon 50 arches, and the Procuratie Nuove, which occupy the greater part of the square of St. Mark, around which extends a vast gallery containing elegant shops and cafés. The Ducal Palace is remarkable for its architecture; its interior is decorated with many of the finest works of the great masters. The Bridge of Sighs connects this palace with the former prisons of the Inquisition. The church of St. Mark, with its golden ceilings, pavement of jasper and porphyry, verde-antique and serpentine, is a magnificent structure. Venice has six theatres.

The principal imports from Great Britain (official return): coals, value 120,000*l.*; cotton wool, 15,000*l.*; yarns, 15,000*l.*; coffee and cocoa, 24,000*l.*; oils, 57,000*l.*; petroleum, 4500*l.*; weft manufactures, 64,300*l.*; metals, 33,000*l.*; hardware, 7000*l.*; porcelain, 7000*l.*; nitre, 9000*l.*; herrings, 7000*l.*; pilchards, 12,500*l.*; sugar, 8000*l.*; tobacco, 14,500*l.* Exports: grain, 109,000*l.*; glass, 246,000*l.*; wood, 11,700*l.*; bones, 3000*l.*; shumac, 4000*l.*; whisks, 2500*l.*; preserved meats, 4000*l.*; seeds, 4500*l.*; and clover and grass, 1100*l.*; the trade of the port having increased nearly 1,000,000*l.* in comparison with the preceding year.

Consul-General:—W. Perry, Esq. Vice-Consul:—Edward Valentine, Esq.

Steamers of the Austrian Lloyd's leave Trieste for Venice, Tuesdays, Thursdays, and Saturdays, at midnight; returning same days, at midnight. Fare, 10*s.* 1st cl.

The Mediterranean steamers of Messrs. Burns and McIver (1, Rumford Street, Liverpool) leave Liverpool for Venice, monthly.

For route, *see* VERONA; thence by rail, *viâ* Vicenza and Padua, 115 m.

Hotel:—Grand Victoria.

T. M. from London, 7*s.* 6*d.*

VENTNOR (Isle of Wight) owes its prosperity to its delicious climate, was not more than 50 years since a mere fishing village, situated on the extraordinary line of fallen rocks known as the Undercliff. It is a charming spot; the beach is very convenient for bathing, and there is a handsome bathing establishment close to the sea.

For route, *see* SOUTHAMPTON; thence by steamer to Ryde; thence by rail, 10½ m.

Hotel:—The Royal.

VERA CRUZ, a town and principal sea-port of Mexico, on the S.W. side of the Gulf of Mexico, 225 m. S.E. Tampico and 195 m. E. by S. Mexico; lat. 19° 15′ N., lon. 97° 31′ E. Pop. 12,000. Exports: precious metals, cochineal, sugar, flour, indigo, sarsaparilla, leather, vanilla, jalap, soap, logwood, and pimento; and the imports are linen, cotton, woollen, and silk goods, paper, brandy, cocoa, quicksilver, iron, steel, and wine.

Consul:—Eneas M. Giffard, Esq.

Steamers of Messrs. A. Lopez & Co., Cadiz, leave Havannah for Vera Cruz, 8th and 22nd; returning 22nd and 6th—fare, 51 dols. Also steamers of same Co. leave Cadiz for Vera Cruz (calling at Porto Rico and Havannah), 15th and 30th; returning 6th and 22nd—fare, 231 dols.

The railway which is being constructed to connect Vera Cruz with the capital, Mexico (*which see*), is complete as far as Paso del Macho.

For steamers, *see* Table.

VERDUN, a town of France, on the Meuse, by which it is divided into five separate parts, 30 m. N.W. by N. Bar-le-Duc, on the railway from Paris to Metz; lat. 49° 32′ N., lon. 5° 1′ E. Pop. 13,000. The chief buildings are the bishop's palace, new cavalry barracks, military magazines, and theatre. There are six churches, including the cathedral, a Protestant church, synagogue, commercial college, and library with 14,000 vols.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M, *viâ* Dover, Calais, Paris, Chalons, and Mourmelon; thence by diligence.

Hôtel de Paris.

T. M. from London, 3*s*. 4*d*.

VERONA, a celebrated city of Northern Italy, on the Adige, at the point where the last declivities of the Alps sink into the plain of Lombardy, 64 m. W. Venice, on the railway from Milan to Venice; lat. 45° 26′ N., lon. 11° E. Pop. 60,000.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover,

Calais, Paris, Dijon, Macon, Culoz, Chambery, Mont Cenis, Turin Milan, and Brescia.

Hôtel de la Tour de Londres.

T. M. from London, 7*s.* 6*d.*

VERSAILLES, a town of France, in an undulating plain 9 m. S.W. Paris, with which it is connected by two lines of railways; lat. 48° 47′ N., lon. 2° 6′ E. Pop. 45,000. It is one of the handsomest towns in France. It owes its celebrity to the royal palace in the immediate vicinity, which was transformed by Louis Philippe into a national museum to illustrate the progress of arms, art, and civilization in France.

Trains run from and to Paris every hour.

Hôtel des Réservoirs.

T. M. from London, 3*s.* 4*d.*

VEVAY, a town in Switzerland, can. Vaud, beautifully situated at the N.E. margin of the lake of Geneva, 11 m. E.S.E. Lausanne; lat. 46° 28′ N., lon. 6° 51′ E. Pop. 7000. It has spacious streets and a large market-place, lined on three sides by handsome buildings, and on the fourth planted so as to form a fine promenade. As an entrepôt for the surrounding districts, Vevay has a considerable transit trade. The beauty of the town and neighbourhood attracts many foreign residents.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, and Dijon, Dole, Salins, Neufchâtel, and Lausanne.

Hotel:—Trois Couronnes.

T. M. from London, 5*s.* 10*d.*

VICENZA, a city of Northern Italy, on the Bacchiglione, where it receives the Retrone, 26 m. E.N.E. Verona, and 37 m. W. by N. Venice, on the railway from Milan to Venice; lat. 40° 40′ N., lon. 14° 54′ E. Pop. 34,000. There are twenty churches, &c., and the principal other buildings are the town-house, the Rotunda, the Olympic triumphal arch, and the theatre of the Olympic academy. The villas in the suburbs are very beautiful, many of them being built on the adjacent hill, called the Monte, a favourite promenade, and from which an extensive and rich view is obtained of the great plain of Lombardy.

Manufactures: woollen fabrics, leather, whalebone articles, earthenware, hats, gold and silver articles, with a considerable trade in agricultural produce.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover,

Calais, Paris, Dijon, Macon, Culoz, Chambery, Mont Cenis, Turin, Milan, Brescia, and Verona.

Hotel:—La Ville.

T. M. from London, 7*s.* 6*d.*

VICHY, a town of France, on the Allier, 40 m. S. Moulins, 250 m. S.E. Paris; lat. 46° 7′ N., lon. 3° 25′ E. Pop. 4000. It is in a beautiful valley enclosed in an amphitheatre of hills, covered with a profusion of fruit trees and vineyards. It is the most frequented watering-place in France.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Paris, Orleans, Vierzon, Bourges, Nevers, Moulins, and Varennes.

Hotel:—Grand Hôtel des Ambassadeurs.

T. M. from London, 3*s.* 4*d.*

VICTORIA, port and cap. of Vancouver's Island, British North America, N.W. Washington territory, the island being separated from British Columbia by Queen Charlotte Sound and the Strait of Georgia; lat. 50° N., lon. 125° 5′ W. Pop. 7000.

For steamers, *see* VANCOUVER'S ISLAND, in Table.

VICTORIA (Australia), *see* **MELBOURNE.**

VICTORIA (China), *see* **HONG KONG.**

VIENNA, a city of Germany and cap. of the Austrian empire, on an arm of the Danube, where it is joined by the small rivers Wien and Alster, 190 m. E. Munich, 330 S.S.E. Berlin, 800 N.W. Constantinople, in the centre of the Austrian railway system; lat. 48° 13′ N., lon. 16° 22′ E. Pop. 600,000. It stands in a plain 520 ft. above the level of the sea, and is circular in form, being 10 m. in circumference. The city proper in the centre is 3 m. in circumference, and is enclosed by ramparts of brickwork, and a beautiful glacis from two to three furlongs wide, planted with trees, and laid out in public walks, which separates the city from its numerous suburbs, which are on the S. side of the Danube, which are also enclosed by a line of ramparts. The chief points of external difference between this city and the other capitals of Europe are, that it is the old, and not the new part of the town which forms the fashionable quarter. Most of the principal edifices are within the city, where the houses are usually four or five stories high, and the streets irregular, narrow, and dark; and nearly all the best shops and hotels are in this quarter. The streets are uniformly clean and well paved. The chief public buildings are the cathedral of St. Stephen, the church of the Augustines, the church of St. Charles Boromeo, and 60 other churches, 17 con-

ventual establishments, &c.; the Burg, or imperial palace, with its fine collections in art and science, and a library of 284,000 printed vols. and 16,000 MSS. The museum of antiquities comprises a cabinet of medals, and an unrivalled collection of intaglios and cameos: the coins and medals amount to 80,000, including 18,000 Greek and 23,000 Roman. The Belvidere palace is appropriated to the Ambras museum, and to one of the finest collections of paintings in Europe, being especially rich in works of the Flemish and German schools; amongst other curiosities is a most interesting historical collection of armour. The paintings in the imperial gallery are classed in different rooms according to schools. The imperial arsenal has one of the richest armouries in Europe. In the upper rooms, 150,000 stand of arms are kept. The city arsenal is also a fine building. There are five good theatres, and the opera-house is unsurpassed. The city possesses a university, founded in 1237, with a library of 100,000 vols. Vienna is the great emporium of the provinces N. of the Alps, and important depôt for the interchange of goods between E. and W. Europe. It has extensive establishments for cotton printing, and for the manufacture of silks, velvets, and cotton fabrics. Its porcelain is celebrated.

Consul:—S. Brandeis Winkersheim, Esq.

Steamers of the Danube Steam Navigation Compagnie leave Vienna, Sundays, 6.30 A.M., for:—Pesth, 13 fl. 32 kr.; Mohacs, 21 fl. 62 kr.; Semlin, 30 fl. 30 kr.; Baziasch, 33 fl. 30 kr. (at Baziasch there is a second weekly departure, Saturdays, 9 A.M., in connection with train which leaves Vienna, Fridays, 1.30 P.M.); Orsova, 43 fl. 30 kr.; T. Severin, 45 fl. 30 kr.; Radujevatz, 51 fl. 30 kr.; Widdin Calafat, 55 fl. 30 kr.; Lom Palanka, 59 fl. 30 kr.; Piquet, 63 fl. 30 kr.; Turn Mogurello, 68 fl. 30 kr.; Sistov, 73 fl. 30 kr.; Roustchouk (Giurgevo), 78 fl. 30 kr. (here passengers for Constantinople take rail for Varna, on the Black Sea, and proceed by Austrian Lloyd's steamer, through fare, 121 fl. 80 kr.); Oltenitza, 82 fl. 30 kr.; Silistria, 88 fl. 30 kr.; Czernavoda, 90 fl. 30 kr; Ibraila, 103 fl. 30 kr.; Galatz, 105 fl. 30 kr.; Odessa, 137 fl. 30 kr. Returning from Constantinople, Tuesdays and Fridays, 4 P.M.; Odessa, Thursdays; and from Roustchouk, Wednesdays and Saturdays, 7 P.M.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Cologne, Mayence, Würzburg, Nuremberg, Ratisbon, and Passau. Through fare, 8*l.* 11*s.* 11*d.* Or, *viâ* Ostend, 8*l.* 8*s.* 10*d.*

Letters to Austria, *viâ* France, under ¼ oz., 6*d.*; ½ oz., 1*s.*; ¾ oz., 1*s.* 6*d.*; 1 oz., 2*s.*; registr. fee, 4*d.*; newspapers, 2*d.*, not exceeding 4 oz. *Viâ* Belgium, under ½ oz., 6*d.*; 1 oz., 1*s.*; re-

gistr. fee, 4*d.*; newspapers, 2*d.*, not exceeding 4 oz. *Viâ* Italy, under ¼ oz., 8*d.*; ½ oz., 1*s.* 4*d.*; ¾ oz., 2*s.*; 1 oz., 2*s.* 8*d.*; registr. fee, 9*d.*; newspapers, 4 oz., 4*d.*

Money:—In Austria, 1*l.* sterling = 10 fl. silver, or 12 fl. 175 c. paper; 1 shilling = 50 kreutzer; 1 florin = 100 kreutzer = 1*s.* 11½*d.*

Weights, &c.:—The ell = $30\frac{6}{10}$ inches; the joch = 1 acre $1\frac{1}{4}$ rood; the metzen = $1\frac{7}{10}$ bushel; the eimer = $12\frac{4}{10}$ gallons; the pfund = $1\frac{2}{10}$ pound; mark = 4333 grains.

Hotel:—Herzog Carl.

T. M. from London, 6*s.*

VIESTI, a port of S. Italy, prov. Foggia, on the Adriatic, at the E. foot of Mount Gargano, 23 m. E. Manfredonia; lat. 41° 56′ N., lon. 16° 5′ E. Pop. 6000.

The steamers of the Italian Steam-packet Company (Peirano, Danovaro, & Co.), *en route* from Genoa to Ancona, and *vice versâ*, call at this port fortnightly.

T. M. from London, 7*s.* 6*d.*

VINCENNES, a town of France, dép. Seine, on the road to Coulommiers, within 4 m. of Paris; lat. 48° 49′ N., lon. 2° 26′ E. Pop. 14,000.

The Château de Vincennes was formerly used as a state prison.

Omnibuses leave the Boulevard Beaumarchais and Porte St. Martin hourly for Vincennes. Or, by rail, from Place de la Bastille.

Hôtel de France.

T. M. from London, 3*s.* 4*d.*

VIZAGAPATAM, a port of India, Madras presidency, 330 m. E. Hyderabad, 380 m. N.E. Madras, 180 m. N.E. Masulipatam, and 470 m. S.W. Calcutta; lat. 17° 41′ N., lon. 83° 21′ E. Pop. 15,000.

Through fare from Southampton, *viâ* Madras (for steamer, *see* Table) and British India Steam Navigation Company's steamer, 98*l.*

T. M. from London, 57*s.*

VOLO, a sea-port of Turkey, 30 m. S.E. Larissa, Thessaly, lat. 39° 24′ N., lon. 22° 56′ 30″ E. Pop. 4000.

Steamers of the Austrian Lloyd's leave Constantinople for Volo, Saturdays, 4 P.M.; returning Fridays, 4 P.M. Fare, 105*s.*

Steamers of Messrs. Marc Fraissinet, père et fils, leave Marseilles for Volo, 1st, 11th, and 21st, 8 A.M. Fare, 250 fr. 1st cl.

T. M. from London, 9*s.*

WAKEFIELD, a town of England, co. York, West Riding, on the Lancashire and Yorkshire railway, 9 m. S. Leeds and 182 m. from London by Gt. Northern railway. Pop. 35,000. The town lies beautifully situated on the sloping N. bank of the Calder, and is celebrated for its manufacture of yarns; it has also coal mines, and an active export of coal.

Member of Parliament:—Somerset A. Beaumont, Esq. (L.), London residence, 144, Piccadilly, w.

Rail from London (King's Cross station), 7.40, 9, 10, and 12 A.M.; 2.45, 5.25, and 9.15 P.M. Fare, 31*s.* 10*d.* 1st cl.

Hotel:—The Strafford Arms.

T. M. from London, 1*s.* 6*d.*

WALLINGFORD, a town and parliamentary borough of England, co. Berks, on r. b. of Thames, 12½ m. N.W. Reading and 50¾ m. from London by Gt. Western railway. Pop. 3000.

Member of Parliament:—Stanley Vickers, Esq. (C.), London residence, 15, Hyde Park Gate, Kensington Gore, w.

Rail from London (Paddington station), 6.50, 8, and 10.10 A.M.; 2, 2.35, 5.10, and 7 P.M. Fare, 9*s.* 2*d.* 1st cl.

Hotel:—The Lamb.

WALSALL, a town of England, co. Stafford, on a small tributary of the Tame, in the centre of one of the principal iron and coal districts, 7 m. N.W.; Birmingham and 123 m. N.W. London by London and N.-Western railway. Pop. 40,000. It is situated on the declivity and summit of a low hill, and is pretty well built.

Member of Parliament:—Charles Forster, Esq. (L.), London residence, 15, Great Queen Street, Westminster, s.w.

Rail from London (Euston Square), 6.15, 9, 9.5, 10, and 12 A.M.; 2.45, 3.50, 5, and 6 P.M. Fare, 21*s.* 4*d.* 1st cl.

Hotel:—The Dragon.

T. M. from London, 1*s.* 6*d.*

WAREHAM, a town and parliamentary borough of England co. Dorset, 15½ m. E.S.E. Dorchester and 125 m. from London by S.-Western railway. Pop. 7000.

Member of Parliament:—J. S. W. S. E. Drax, Esq. (C.), London residence, Wyndham Club, s.w.

Rail from London (Waterloo station), 7.30, 8.15, and 11.10 A.M.; 3.10, 5.10, and 9 P.M. Fare, 25*s.* 9*d.* 1st cl.

Hotel:—Red Lion.

T. M. from London, 1*s.* 6*d.*

WARRINGTON, a town of England, co. Lancaster, 5 m. S. Newton, on the Mersey, and 182 m. from London by London and

N.-Western railway. Pop. 25,000. It has a church of Saxon origin, town-hall, market-house, assembly-rooms, several cloth halls, theatre, infirmary, several cotton and other mills, and factories.

Member of Parliament:—Peter Rylands, Esq. (L.), London residence, 1, Gloucester Place, Hyde Park, w.

Rail from London (Euston Square station), 6.15, 6.25, 7.30, 9, 9.5, 10, and 11 A.M.; 2.45, 5, 9, and 9.15 P.M. Fare, 33*s.* 1st cl.

Hotel:—The Lion.

T. M. from London, 1*s.* 6*d.*

WARSAW, a city of Russia, formerly the cap. of the kingdom of Poland; lat. 52° 13′ 5″ N., lon. 21° 2′ 9″ E. Pop. 165,000. The principal edifices of Warsaw are the Zamek, a palace of the former kings of Poland; the Saxon palace; the government palace, containing the national theatre, custom-house; the Casimir palace, with a statue of Copernicus; palace of the Minister of Finance; exchange; Brühl and Radzivil palaces, many colossal churches, and the Marieville bazaar. The new iron bridge which here crosses the Vistula, connecting Warsaw with its important suburb, Praga, is a magnificent structure, 1800 ft. long, resting on massive stone pillars, and wide enough to admit of two vehicles to pass abreast, on either side of the up or down passage. The view from this bridge is magnificent.

Warsaw has manufactures of woollen and linen fabrics, hosiery, hats, gold and silver wares, saddlery, paper, and tobacco, chemical and cotton-printing works, numerous breweries, &c.

Consul:—Colonel Charles E. Mansfield.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Cologne, Berlin, Bromberg, Thorn, and Alexandrovo.

Hôtel de l'Europe.

T. M. from London, 10*s.*

WARWICK, a town of England, cap. of co. Warwick, on the r. b. of the Avon, and on canals connecting it with Birmingham and Napton, 20 m. S.E. Birmingham, on London and N.-Western railway, and 107½ m. from London by Gt. Western railway. Pop. 12,000. The castle, which stands on a solid rock in which the cellars are excavated, overlooking the river, is the great attraction of the town. The principal buildings are the county hall and courts, court-house, and assembly-rooms, market-house, county-gaol, theatre, &c. The business is chiefly in connection with the corn trade, but there are hat manufactories, malt-houses, iron-foundries, breweries, &c.

Members of Parliament:—Co. WARWICK; *North*, Charles N. Newdegate, Esq. (C.), London residence, 3, Arlington Street, S.W.; W. Bromley Davenport, Esq. (C.), London residence, 5, Lowndes Street, S.W. *South*, Henry C. Wise, Esq. (C.), London residence, 6, King Street, St. James's, S.W.; John Hardy, Esq. (C.), London residence, 7, Carlton House Terrace, S.W. CITY; Arthur W. Peel, Esq. (L.), London residence, 70, Eaton Place, S.W.; Edward Greaves, Esq. (C.), London residence, 22, Ashley Place, S.W.

Rail from London (Paddington station), 6, 8, 10, and 10.55 A.M.; 12.30, 2.20, 2.35, 3.30, 5.10, and 6.20 P.M. Fare, 18*s.* 2*d.* 1st cl.

Hotel:—The Warwick Arms.

WASHINGTON, the cap. of the U. States, N. America, on the Potomac, at the influx of the Anacotia, each here crossed by a bridge, 40 m. S.W. Baltimore and 226 m. S.W. New York, with which cities and with all the chief towns of the Union it is connected by railway; lat. of observatory 38° 53′ 39″ N., lon. 77° 2′ 48″ W. Pop. 70,000. The city is laid out with great regularity, and on an extensive plan. The streets are from 75 to 110 ft. wide, and the avenues 130 to 160 ft. Its public edifices are amongst the most splendid in the Union. The Capitol, or seat of the United States Legislature, on a hill 72 ft. above the Potomac, is of freestone, and has a portico with 22 Corinthian columns, and several domes. Its frontage is 751 ft., with a marble statue of Washington in front, who laid the corner-stone on the 18th September, 1793. About 1½ m. N.W. is 'White House,' the official residence of the President of the U. States, an elegant edifice, built of freestone. The General Post-office, the observatory, the navy-yard, arsenal, city-hall, &c., are some of the other principal buildings.

For route, *see* NEW YORK; thence by rail, *viâ* Philadelphia and Baltimore, 226 m.

Letters to United States, under ½ oz., 6*d.*; 1 oz., 1*s.*; registr. fee, 4*d.*; newspapers, 1*d.*, not exceeding 4 oz.

Hotel:—Metropolitan.

T. M. from London 32*s.* 6*d.*

WATERFORD, a sea-port of Ireland, co. Waterford, 94 m. S.S.W. Dublin, 76 m. N.E. Cork, and 32 m. S.W. Wexford; lat. 52° 16′ N., lon. 7° 9′ W. Pop. 25,000. It lies on the S. bank of the Suir, which forms its harbour. The exports amount to about 4,000,000*l.* annually, chiefly consisting of dairy produce, bacon, lard, live stock, fish, &c.

Members of Parliament:—COUNTY; Sir John Esmonde, Bart. (L.), London residence, Reform Club, S.W.; Edmond de la Poer,

Esq. (L.), London residence, Grosvenor Hotel, S.W. BOROUGH; John Aloysius Blake, Esq. (L.), (*seat vacant*, appointed Inspector of Irish Fisheries); James Delahunty, Esq. (L.), London residence, 2, Savile Row, W.

Steamers leave Waterford for:—Belfast, Saturdays, 2 P.M.—fare, 15*s.*; Bristol, Tuesdays and Fridays—15*s.*; Cork, Wednesdays and Fridays—8*s.*; Glasgow, Tuesdays, Wednesdays, and Fridays—15*s.*; Milford (express to London, 2 A.M.), week-days, 4 P.M.—12*s.* 6*d.*; Plymouth, Thursdays—20*s.* (all 1st cl.).

Route from London (Euston Square station), *viâ* Holyhead and Kingstown.

Hotel:—Waterford Arms.

T. M. from London, 4*s.*

WEDNESBURY, a town and parliamentary borough of England, co. Stafford, near the source of the Tame, on the Birmingham and Walsall canal, on the N.-Western railway 7½ m. N.W. Birmingham, and 136½ m. from London by Gt. Western railway. Pop. 23,000.

Member of Parliament: — Alexander Brogden, Esq. (L.), London residence, 1, Victoria Street, Westminster, S.W.

Rail from London (Paddington station), 6, 8, 10, and 10.55 A.M.; 12.30, 2.20, 3.30, and 6.20 P.M. Fare, 21*s.* 4*d.* 1st cl.

Hotel:—Dartmouth Arms.

T. M. from London, 1*s.* 6*d.*

WEIMAR, a city of Central Germany, cap. of the grand duchy and the usual residence of the Grand Duke, on the Ilm, an affluent of the Saale, 104 m. W. by S. Dresden, and 116 m. S.E. Hanover, and 136 m. S.W. Berlin, on the railway from Berlin to Eisenach; lat. 50° 59′ N., lon. 11° 24′ E. Pop. 15,000.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Cologne, Marburg, Giessen, Guntershausen, Eisenach, Gotha, and Erfurt.

Hôtel de Russie.

T. M. from London, 6*s.*

WELLINGTON, cap. of province of same name, in New Zealand, stands at the entrance of Cook's Strait, midway between the N. and S. extremities of the two larger islands, and occupying the most central position in New Zealand; lat. 41° 14′ S., lon. 174° 44′ E. Pop. 15,000.

The steam line between Panama and New Zealand is in abeyance. Steamers frequently leave Wellington for all the principal towns of New Zealand.

For steamers to Wellington, *see* MELBOURNE.

WELLS, a sea-port of England, co. Somerset, 125 m. from London by Gt. Western railway; lat. 51° 13′ N., lon. 2° 38′ W. Pop. 5000.

714 vessels, of 36,047 tons burden, entered and cleared the port during the year 1868.

Rail from London (Paddington station), 6, 9.15, 10.10, and 11.45 A.M.; 4.50 P.M. Fare, 28*s.* 1st cl.

Hotel:—The Swan.

T. M. from London, 1*s.* 6*d.*

WENERSBORG, a town of Sweden, at the S.W. extremity of Lake Wener, at the outflow of the Gotha into the lake; lat. 58° 25′ N., lon. 11° 25′ E. Pop. 5000.

WENER SEE, an inland lake of Sweden; lat. 59° N., lon. 11° E.; length 90 m., breadth 15 to 48 m. It is in some parts too shallow for navigation, and is connected by a canal with Lake Wetter on the E., by which inland communication extends between the Kattegat and the Baltic.

For route, *see* COPENHAGEN; thence by steamer to Malmö; thence by rail, *viâ* Jonköping, to Falköping. Thence by local conveyance.

WENLOCK (MUCH WENLOCK), a town and parliamentary borough of England, co. Salop, on the Severn, 12 m. S.E. Shrewsbury and 163¼ m. from London by Gt. Western railway. Pop. 23,000.

Members of Parliament:—Rt. Hon. Maj.-Gen. G. C. W. Forester (C.), London residence, 8, Carlton Gardens, S.W.; Alex. H. Brown, Esq. (L.), London residence, 12, Grosvenor Gardens, S.W.

Rail from London (Paddington station), *viâ* Worcester. Fare, 28*s.* 2*d.* 1st cl. Thence by local line.

Hotel:—Gaskill Arms.

T. M. from London, 1*s.* 6*d.*

WESTBURY, a town and parliamentary borough of England, co. Wilts, on the N.W. side of Salisbury Plain, with a station on a branch of the Gt. Western railway, 4½ m. S.S.E. Trowbridge and 101 m. from London by Gt. Western railway. Pop. 7000.

Member of Parliament:—Charles Paul Phipps, Esq. (C.), London residence, 10, King Street, St. James's, S.W.

Rail from London (Paddington station), 6, 9.15, 10.10, and 11.45 A.M.; 4.50 P.M. Fare, 23*s.* 9*d.* 1st cl.

Hotel:—Ludlow Arms.

T. M. from London, 1*s.* 6*d.*

WESTMEATH. For co. members, *see* **MULLINGAR.**

WESTMORELAND. For co. members, *see* **APPLEBY.**

WESTON-SUPER-MARE, a sea-port of England, co. Somerset, on the Bristol Channel, 8¼ m. N.W. Axbridge and 138¼ m. from London by Great Western railway; lat. 51° 19′ N., lon. 2° 57′ W. Pop. 9000. It has of late years become a favourite watering-place, having good sands and bathing establishments.

Rail from London (Paddington station), 6, 9.15, 10.10, and 11.45 A.M.; 2 and 4.50 P.M. (*no through fare*).

Hotel:—The Railway.

T. M. from London, 1*s.* 6*d.*

WEXFORD, a sea-port and parliamentary borough of Ireland, co. Wexford, 64 m. S.W. Dublin. Pop. of parliamentary borough, 12,000. The exports in cattle, poultry, butter, grain, and other agricultural produce are considerable; carried on chiefly by steamers to Liverpool.

Members of Parliament:—Co. WEXFORD; Matthew P. D'Arcy, Esq. (L.), London residence, Reform Club, S.W.; John Talbot Power, Esq. (L.), London residence, Reform Club, S.W. BOROUGH; Richard J. Devereux, Esq. (L.), London residence, British Hotel, Cockspur Street, S.W.

Steamers leave Wexford for Liverpool, Fridays. Fare, 12*s.* 6*d.*

Route from London (Euston Square station), *viâ* Holyhead and Kingstown.

T. M. from London, 4*s.*

WEYMOUTH and **MELCOMBE REGIS**, two contiguous towns of England, forming a sea-port, co. Dorset, on the English Channel, at the mouth of the Wey, 3 m. N. Isle of Portland and 147¼ m. W.S.W. London by London and S.-Western railway. They lie on opposite sides of the harbour, that is, of the narrow outlet of the arm of the sea called the Backwater, 2 m. in length, being connected by a handsome stone bridge.

725 vessels entered and cleared the port last year, with a tonnage of 74,153 tons.

Members of Parliament:—Charles J. T. Hambro, Esq. (C.), London residence, 14, Cavendish Square, W.; Henry Edwards, Esq. (L.), London residence, 53, Berkeley Square, W.

Steamers leave Weymouth for Guernsey and Jersey, Tuesdays, Thursdays, and Saturdays, 10.30 P.M., returning same days.

Rail from London (Waterloo station), 7.30, 8.15, and 11 10 A.M.; 3.10, 4.10, and 5.10 P.M. Fare, 29*s.* 6*d.*

Hotel:—The Royal.

T. M. from London, 1*s.* 6*d.*

WHAMPOA, a port of China, pleasantly situated E. side of an island of same name, 12 m. E.S.E. of the town of Canton; lat. 23° 5′ N., lon. 113° 28′ E. Pop. 3000. Its most conspicuous object is a stately pagoda 120 ft. high, built of brick,

and commanding from its summit fine views of the extensive navigation. Whampoa has extensive docking accommodation in fresh water, much resorted to by vessels from Hong Kong requiring repair or cleansing. There are engineer shops, containing lathes, planing, screwing, cutting, punching machines, &c., boiler-makers' departments, and foundry; shipwrights' and blacksmiths' shops, complete in every respect.

Consul:—H. F. Hance, Esq.

For route, *see* HONG KONG; thence by Hong Kong, Canton, and Macao Steam Navigation Company's steamer.

T. M. from London, *viâ* Kiachta (*which see*), 112*s.* 6*d.* for 20 words.

WHITBY, a sea-port of England, co. York, N. Riding, on the Esk, here bordered by fine piers, and crossed by a swing iron bridge, 21 m. N.N.W. Scarborough, at the terminus of a railway from York; lat. of lighthouse, 54° 29′ 34″ N., lon. 0° 36′ 59″ W. Pop. 15,000. 490 vessels, of 25,619 tons burden, entered and cleared the port during last year.

Member of Parliament:—*Seat vacant*, through Mr. W. H. Gladstone's acceptance of office as a Lord of the Treasury.

Steamers leave Whitby for:—Saltburn, Mondays and Fridays, at noon, returning same day—3*s.* 6*d.*; Scarborough, Mondays, Wednesdays, and Fridays, 3.30 P.M.

Rail from London (King's Cross station), 7.40, 9, and 12. A.M.; 9.15 P.M. Fare, 45*s.* 9*d.* 1st cl.

Hotel:—The Angel.

T. M. from London, 1*s.* 6*d.*

WHITCHURCH, a small town of England, co. Salop, 18½ m. from Shrewsbury and 171 m. from London by London and N.-Western railway Pop. 7000.

Rail from London (Euston Square station), *viâ* Crewe, 6.15, 6.25, 7.30, 7.40, 9, 9.5, 10, and 11 A.M.; 2.45, 5, 9, and 9.15 P.M. Fare, 29*s.* 1st cl.

Hotel:—The Victoria.

T. M. from London, 1*s.* 6*d.*

WHITEHAVEN, a sea-port of England, on the Irish Sea, co. Cumberland, 12 m. S.W. Maryport and 40 m. S.W. Carlisle, with which it is connected by rail; lat. of lighthouse, 54° 33′ 11″ N., lon. 3° 35′ 49″ W. It is the terminus of three short lines of railway, the Whitehaven and Furness Junction, the Whitehaven, Cleaton, and Egremont, and the Whitehaven Junction. 47·5 vessels, of 420,689 tons burden, entered and cleared the port during last year.

Member of Parliament:—Geo. A. F. Cavendish Bentinck,

Esq. (C.), London residence, 48, Charles Street, Berkeley Square, w.

Steamers leave Whitehaven for Belfast, Tuesdays—fare, 10*s.*; Dublin (calling at Douglas, Isle of Man), twice a-month—22*s.* 6*d.*; Liverpool, Thursdays—7*s.*; Ramsay (Isle of Man), Wednesdays—6*s.*

Rail from London (Euston Square station), 9 A.M. Fare, 56*s.* 8*d.* 1st cl.

Hotel:—The Globe.

T. M. from London, 2*s.*

WICK, a sea-port and parliamentary borough of Scotland, co. Caithness, on the river Wick; lat. 58° 27′ N., lon. 3° 9′ W. Pop. 10,000. The old town is on the N. side of the river; it has to the N. the suburb of Louisburgh, and is connected by a bridge with Pulteney Town, on the south side of the river. The latter is handsomely laid out. 1774 vessels, of 184,588 tons burden, entered and cleared the port during last year.

Members of Parliament:—COUNTY (*Caithness*); George Traill, Esq. (L.), London residence, Brooks's Club, S.W. BOROUGH; George Loch, Esq. (L.), London residence, 2, Westminster Chambers, S.W.

For route, *see* ABERDEEN; thence by steamer, Tuesdays and Fridays—6*s.* Or by rail, *viâ* Perth (*which see*), Elgin, Inverness, Bonar Bridge, to Golspie; thence by coach, on arrival of train.

T. M. from London, 2*s.*

WICKLOW, a sea-port of Ireland, co. Wicklow, 27 m. S.E. Dublin; lat 52° 58′ N., lon. 6° 2′ W. Pop. 4000. It has some import trade, and exports copper-ore and corn.

Members of Parliament:—Co. WICKLOW; W. W. Fitzwilliam Dick, Esq. (C.), London residence, 20, Curzon Street, W.; Hon. H. W. Fitzwilliam (L.), London residence, 19, Grosvenor Square, W.

Route from London (Euston Square station), *viâ* Holyhead and Kingstown.

Hotel:—Marine.

T. M. from London, 3*s.*

WIESBADEN, one of the favourite watering-places of Germany, in the duchy of Nassau, but now belonging to Prussia, situated at the S.W. slope of the Taunus Mountains, 90 ft. above the Rhine, from which it is 4 m. distant, and 6 m. N.N.W. Mayence, with which and Frankfort-on-the-Maine it is connected (*viâ* Castel) by rail; lat. 50° 4′ N., lon. 8° 13′ E. Pop. 25,000.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover,

Calais, Lille, Brussels, Aix-la-Chapelle, Cologne, Coblentz, Lahnstein, and Rudesheim. Through fare, 88*s.* 4*d.*

Hotel:—The Rose.

T. M. from London, 6*s.*

WIGAN, a town of England, co. Lancaster, on the Douglas, in the centre of an extensive coal-field, on the railway between Liverpool and Manchester, 17 m. N.E. Liverpool and 17 m. N.W. Manchester, 15½ m. S.W. Preston and 195½ m. from London by London and N.-Western railway. Pop. 39,000.

Members of Parliament:—Henry Woods, Esq. (L.), London residence, 21, Hyde Park Gardens, W.; John Lancaster, Esq. (L.), London residence, 6, Strand, W.C.

Rail from London (Euston Square station), 6.15, 6.25, 7.30, 9, and 11 A.M.; 2.45, 5, and 9 P.M. Fare, 34*s.* 9*d.* 1st cl.

Hotel:—Royal.

WIGTOWN, a port and parliamentary borough of Scotland, co. Wigtown, 9 m. N. Whithorn. Pop. 2500. 838 vessels, of 54,620 tons burden, entered and cleared the port last year.

Members of Parliament:—Co. WIGTOWN; Lord Garlies (C.), London residence, 51, Ebury Street, S.W. BOROUGH; George Young, Esq. (L.), Solicitor-General for Scotland, London residence, 103, Mount Street, S.W.

Steamers leave Wigtown for Liverpool twice a-month (calling at Garliestown). Fare, 10*s.* 1st cl.

For route, *see* DUMFRIES; thence by rail, *viâ* Castle Douglas, New Galloway, Palnure, and Newton Stuart; thence by coach.

Hotel:—The George Inn.

T. M. from London, 2*s.*

WILDBAD, a watering-place and town of Würtemberg, on the Enz, 20 m. W.S.W. Stuttgard; lat. 48° 45′ N., lon. 8° 33′ E. Pop. 2000.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Lille, Mons, Charleville, Montmedy, Metz, Nancy, Strasbourg, Rastadt, Carlsruhe, and Pforzheim.

T. M. from London, 6*s.*

WILNA, a town of Russia, at the confluence of the Vileika and Vilia, 90 m. N.E. Grodno, on the railway from St. Petersburgh to Warsaw; lat 55° N., lon. 24° E. Pop. 60,000. The town is surrounded by undulating hills and enclosed by a wall.

Wilna was formerly the seat of a university, but it was suppressed in 1832, and part of its establishment removed to Kief.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover,

Calais, Brussels, Cologne, Berlin, Bromberg, Marienburg, Königsberg, and Kowno.

Hôtel de l'Europe.

T. M. from London, 10*s*.

WILTON, a town and parliamentary borough of England, co. Wilts, 3½ m. W.N.W. Salisbury and 123 m. from London by Gt. Western railway. Pop. 2000.

Member of Parliament:—Edmund Antrobus, Esq. (L.), London residence, 16, Grosvenor Crescent, Belgrave Square, S.W.

Rail from London (Paddington station), 9.15, 10.10, and 11.45 A.M.; 4.50 P.M.; Fare, 24*s*. 6*d*. 1st cl.

WILTSHIRE. For co. members, *see* **SALISBURY.**

WINCHESTER, a city of England, co. Hants, on the Itchin, 12 m. N. by E. Southampton and 66½ m. S.W. London, on the London and South-Western railway. Pop. 16,000. Most of the S.E. part of the town, but without the limits of the city proper, is occupied by the cathedral and other ecclesiastical edifices and their precincts.

Members of Parliament:—Co. HANTS; *North*, William W. B. Beach, Esq. (C.), London residence, 16, Suffolk Street, S.W.; George Sclater Booth, Esq. (C.), London residence, 15, New Spring Gardens, S.W. *South*, Rt. Hon. W. F. Cowper (L.), London residence, 17, Curzon Street, W.; Lord Henry J. M. D. Scott (C.), London residence, 3, Tilney Street, W. BOROUGH; W. B. Symonds, Esq. (C.), London residence, 18, Sussex Place, Regent's Park, N.W.; J. Bonham Carter, Esq. (L.), London residence, 25, Ashley Place, Victoria Street, S.W.

Rail from London (Waterloo station), 7.30, 8.15, and 11.10 A.M.; 1, 3.10, 4.20, 5.10, and 9 P.M. Fare, 13*s*. 10*d*. 1st cl.

Hotel:—The George.

WINDSOR, a town and parliamentary borough of England, co. Berks, on the r. b. of the Thames, across which it is connected with Eton by an iron bridge, 2 m. S. the Slough station of the Gt. Western railway and 21¼ m. from London by Gt. Western railway. Pop. 6000.

For WINDSOR CASTLE, *see* LONDON.

Member of Parliament:—Roger Eykyn, Esq. (L.), London residence, 13, Upper Grosvenor Street, W.

Rail from London (Victoria station), 6.18, 8.30, and 9.55 A.M.; 12.10, 2, 3.27, 4.53, and 6.31 P.M. Fare, 3*s*. 9*d*. 1st cl.

Hotel:—The Castle.

WISBEACH, a river-port of England, co. Cambridge, Isle of Ely, on the Nene, 11 m. S. of its mouth in the Wash, 32 m.

N. Cambridge, and 95¼ from London by the Gt. Eastern railway. Pop. 10,000. Exports: corn, wool, rape-seed, &c. Imports: coal, timber, and groceries. 667 vessels entered and cleared the port last year, having a tonnage of 67,701 tons.

Rail from London (Bishopsgate Street station), 7.55 and 11 A.M.; 2.40, 4.5, and 5 P.M. Fare, 16*s.* 1st cl.

WITTENBERG, a town of Prussian Saxony, on the Elbe, and on the railway between Berlin and Leipsic, 39 m. S.W. the former; lat. 53° 32′ N., lon. 11° 8′ E. Pop. 15,000. A bronze statue of the great ecclesiastical reformer, in the market-place, represents Luther in full length.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Cologne, Hanover, Brunswick, and Magdeburg.

Hotel:—Stadt London.

T. M. from London, 6*s.*

WOLVERHAMPTON, a town of England, co. Stafford, 13 m. N.W. Birmingham and 126 m. N.W. London by London and North-Western railway. Pop. 115,000. The principal public buildings are the collegiate church of St. Peter, St. John's church, and St. George's. The whole country to the S. and E. of the town is covered with furnaces, forges, rolling mills, foundries, ironstone, and coal pits.

Members of Parliament:—Rt. Hon. C. Pelham Villiers (L.), London residence, 39, Sloane Street, S.W.; T. Matthias Weguelin, Esq. (L.), London residence, 23, Eaton Square, S.W.

Rail from London (Euston Square station), 6.15, 6.25, 7.30, 7.40, 9, 9.5, and 10 A.M.; 12, 2.45, 3.50, 5, 6, and 9.15 P.M. Fare, 22*s.* 4*d.* 1st cl.

Hotel:—The Swan.

T. M. from London, 1*s.* 6*d.*

WOODBRIDGE, a river-port of England, co. Suffolk, on the Deben, 7½ m. E.N.E. Ipswich and 78¼ m. from London by Great Eastern railway; lat. 52° 7′ N., lon. 1° 15′ E. Pop. 5000. The mouth of the river forms an excellent haven; ships of 120 tons can come up to the town. Exports, corn, flour, and malt; imports, coal. 528 vessels, of 28,596 tons burden, entered and cleared the port during the year 1868.

Rail from London (Bishopsgate Street station) to Ipswich, 7.15, 9.15, and 11.42 A.M.; 3.10 and 4.25 P.M. Fare, 18*s.* 6*d.* 1st cl.

Hotel:—The Crown.

WOODSTOCK, a town and parliamentary borough of England, co. and 8 m. N.N.W. Oxford, on the Glynn, on a branch of the Gt. Western railway and 69 m. from London by rail. Pop. 9000. Adjoining the town on the S. is Blenheim, the seat of the Duke of Marlborough.

Member of Parliament:—Henry Barnett, Esq. (C.), London residence, 15, Halkin Street, S.W.

Rail from London (Paddington station), 6 and 8 A.M.; 2.20, 2.35, and 5.10 P.M. Fare, 12*s.* 1*d.* 1st cl.

Hotel:—The Bear.

WORCESTER, a city of England, co. of same name, on the Severn, 25 m. S.W. Birmingham and 120 m. W.N.W. London by Great Western railway. Pop. 35,000. It is finely situated on the E. side of the river, in a fertile and beautiful country, and is one of the best-built and handsomest towns in the kingdom. About 30,000 tons of salt are annually sent down from Droitwich. The other articles of trade are coals, iron, and china-clay, groceries, &c.

Members of Parliament:—COUNTY; *East*, Richard P. Amphlett, Esq. (C.), London residence, 32, Wimpole Street, W.; Hon. Chas. G. Lyttelton (L.), London residence, 12, Stratton Street, W. *West*, Fred. W. Knight, Esq. (C.), Carlton Club, S.W.; W. E. Dowdeswell, Esq. (C.), London residence, 4, Mount Street, W. CITY; Wm. Laslett, Esq. (C.), London residence, Charing Cross Hotel, W.C.; Alex. C. Sherriff, Esq. (L.), London residence, 10, Dean's Yard, Westminster, S.W.

Rail from London, 6 and 10 A.M.; 2.20 and 6.20 P.M. Fare, 21*s.* 1st cl.

Hotel:—Unicorn.

WORKINGTON, a sea-port of England, co. Cumberland, at the mouth of the Derwent, 7 m. N.N.E. Whitehaven; lat. 54° 38′ N., lon. 3° 33′ W. Pop. 7000. It has a harbour, with good quays; and a breakwater. There are coal mines in the vicinity. 1081 vessels, of 103,548 tons burden, entered and cleared the port during the year 1868.

Steamers leave Workington for Belfast, alternate Saturdays.

Rail from London (Euston Square station), 9 and 11 A.M.; 2.45, 8, and 9 P.M. Fare, 56*s.* 9*d.* 1st cl.

Hotel:—The Railway.

T. M. from London, 2*s.*

WORMS, a city of Germany, grand duchy of Hesse-Darmstadt, on the W. bank of the Rhine, 26 m. S.S.E. Mentz, on the railway from Mentz to Mannheim; lat. 49° 37′ N., lon. 8° 22′ E. Pop. 12,000.

Route from London, by rail (fixed mail services), from Charing

Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Cologne, Coblentz, and Mayence.

Hotel :—Zum Alten Kaiser.

T. M. from London, 6*s*.

WORTHING, a maritime town of England, co. Sussex, on the English Channel, 10 m. W. Brighton and 61 m. S. by W. London by the London, Brighton, and South Coast railway. Pop. 6000. The buildings of the town extend along the coast for about ¾ m., and the houses are mostly ranged in regular terraces. It is a fashionable watering-place.

Rail from London (Victoria station), 7.40, 9.50, and 11.50 A.M.; 1.50, 3.55, 4.55, and 6.50 P.M. Fare, 13*s*. 9*d*. 1st cl.

Hotel :—The Marine.

WURZBURG, a city of Bavaria, on the Maine, by which it is divided into two parts, 62 m. S.E. by E. Frankfort, on the railway from Frankfort to Nuremberg; lat. 49° 46′ N., lon. 9° 56′ E. Pop. 40,000. It is finely situated in a hollow, surrounded by vine-covered hills, and traversed by the river. The cathedral was founded in the 8th century. There are 32 other churches, an episcopal palace with fine gardens, a great hospital, and university founded in 1403; also some good scientific collections, and a library of 120,000 vols. It has a few manufactures, and is the principal depôt for Franconian wines, which are mostly sent down the Maine to Frankfort.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Brussels, Cologne, Coblentz, Mayence, Frankfort, and Aschaffenburg.

Hotel :—Wurtemberg.

T. M. from London, 6*s*.

WYCOMBE, a town and parliamentary borough of England, co. Buckingham, 34½ m. from London by Gt. Western railway. Pop. 9500.

Member of Parliament :—The Hon. W. H. P. Carington (L.), London residence, 8, Whitehall, S.W.

Rail from London (Victoria station), 6.18 A.M.; 12.10 and 6.31 P.M. Fare, 6*s*. 6*d*. 1st cl.

XERES DE LA FRONTERA, a city of Spain, 17 m. N.N.E. Cadiz, on the railway from Cadiz to Seville; lat. 36° 38′ N., lon. 6° 5′ W. Pop. 40,000. It is situated in the lap of two rounded hillocks, which shelter it to the E. and W., and covers a considerable extent of ground.

Consul:—G. W. Suter, Esq.

Route from London, *see* MADRID; thence by rail, *viâ* Aloazar, Cordova, and Seville. Or *viâ* steamer to Cadiz (*which see*). Or from Marseilles by steamer of the Messageries Impériales to Oran, and from Oran to Cadiz; thence by rail.

T. M. from London, 7*s.*

YARMOUTH, a town and sea-port of England, cos. Norfolk and Suffolk, on the Yare, at its mouth in the North Sea, 19 m. E. by S. Norwich and 121 m. N.E. London by Gt. Eastern railway. Pop. 36,000. The quay is one of the most extensive in England, is about 1 m. in length, and in some places 150 yds. broad, having in its centre a planted promenade. 2279 vessels entered and cleared the port last year, with a tonnage of 243,252 tons.

Steamers leave Yarmouth for:—Hull, Tuesdays—fare, 9*s.*; London, Wednesdays, 4 P.M.—8*s.* (General Steam Navigation Company, 71, Lombard Street, London, E.C.); Newcastle, Wednesdays—11*s.*

Rail from London (Bishopsgate station), 7.15, 10, and 11.42 A.M.; 3.10 and 4.25 P.M. Fare, 27*s.* 6*d.* 1st cl.

Hotel:—The George.

T. M. from London, 1*s.* 6*d.*

YEDO, or **JEDDO**, a sea-port town of Japan and cap. of the Shaigoon, on the S.E. side of the Isle of Niphon; lat. 35° 43′ N., lon. 139° 43′ E. Pop. 1,500,000. The O-kava divides the city into two parts: the eastern part is called 'Hondjo,' the western part more especially bears the name of Yedo. The space which contains the two imperial palaces is surrounded by a high wall and several canals, which the public is not allowed to pass; and almost every palace is enclosed by a moat, across which there is a large number of small bridges, besides eighteen public ones. The walks round the castle are very agreeable and picturesque. The palaces of the daimios have the appearance of large

warehouses, without any pretensions to fine architecture. It is traversed in its whole length by the To-kai-do, or main road of Japan, and communicates by fifteen bridges with the rest of Yedo.

Consul-General (En. Ex. Min. Plen.) :—Sir Harry S. Parkes, K.C.B. Vice-Consul :—William Willis, Esq.

For route, *see* YOKOHAMA ; thence by local conveyance, 17 m.

Money :—In Japan the monetary scale is as follows :—The pitti = $\frac{63}{325}d.$ sterling; the mace = $3\frac{37}{65}d.$; the tigo-gin (of 40 mas) = 11*s.* 5*d.* sterling ; and pieces of $\frac{1}{2}$, $\frac{1}{4}$, and $\frac{1}{8}$ tigo-gin, which coins are silver, and have special names.

T. M. from London, 62*s.*

YING-TZU, a treaty port of China on the Liaou river, Gulf of Liaou-tung, 18 m. from the entrance ; lat. 41° N., lon. 122° 30′ E. Pop. 10,000. Exports : pease and beans, bean-cake and bean-oil. The imports are cotton fabrics, iron, lead, tin, glass, opium, and sugar.

Consul :—Thomas Taylor Meadows, Esq.

For route, *see* TIEN-TSIN ; thence by local conveyance.

T. M. from London, 62*s.*

YOKOHAMA, a foreign settlement and treaty port, bay of Yedo, Japan, about 17 m. by the road to the S.W. of the city of Yedo ; lat. 35° 43′ N., lon. 139° 44′ E. Pop. of foreign residents about 300. It is surrounded by water, across which are several bridges. The port is KANAGAWA, and the returns for 1868 show the total value of exports to be 17,698,606 dollars, and the imports 12,397,149 dollars. Tea and silk are the two principal exports, the amount of the former being 11,808,400 lbs., and that of the latter 1,658,133 lbs. The other exports are tobacco, sea-weed, wax, coal, lead, &c. The imports are cotton manufactures, woollen manufactures, raw cotton, rifles, &c., wines and spirits.

The Consulate of Kanagawa is vacant through the recent demise of Mr. Lachland Fletcher.

For steamers, *see* Table.

YORK, an ancient city of England, co. of same name, on the Ouse, at the confluence of the Foss, 22 m. N.E. Leeds, 33 m. N.W. Hull, 191 m. N.N.W. London, on the Great Northern railway ; lat. 53° 57′ N., lon. 1° 49′ W. Pop. 50,000. It is enclosed by its ancient walls, erected in 1280. The Foss is crossed by four bridges ; and the Ouse by two handsome bridges from Lendal to the railway station conduct to spacious quays on both sides of the river. The chief public building is the Minster or cathedral, the finest in the kingdom, founded in the 7th century.

Members of Parliament:—COUNTY; *N. Riding*, Col. Hon. O. Duncombe (C.), London residence, 84, Eaton Square, s.w.; Fred. Acclom Milbank, Esq. (L.), London residence, 9, Clarges Street, w. *E. Riding*, Christopher Sykes, Esq. (C.), London residence, 1, Seamore Place, w.; W. H. H. Broadley, Esq. (C.), London residence, 20, King Street, St. James's, s.w. *W. Riding*, N. Division, Sir F. Crossley, Bart. (L.), London residence, Langham Hotel, w.; Lord F. C. Cavendish (L.), London residence, 21, Carlton House Terrace, s.w. S. Division, Viscount Milton (L.), London residence, 17, Lower Grosvenor Street, w.; Henry F. Beaumont, Esq. (L.), London residence, 8, Bennett Street, s.w. E. Division, C. B. Denison, Esq. (C.), London residence, Carlton Club, s.w.; Joshua Fielden, Esq. (C.), London residence, 19, Queen's Gate Gardens, w. CITY; James Lowther, Esq. (C.), London residence, 59, Grosvenor Street, w.; J. P. B. Westhead, Esq. (L.), London residence, 13, Eaton Square, s.w.

Steamers leave York for Hull, week-days, 7 A.M. Fare, 2*s.* 1st cl.

Rail from London, 7.40, 9, 10, and 12 A.M.; 5.25, 8, and 9.15 P.M. Fare, 35*s.* 9*d.* 1st cl.

Hotel:—The Royal Station.

YOUGHAL, a sea-port and parliamentary borough of Ireland, co. Waterford, 27 m. E. Cork, on the estuary of the Blackwater, which forms its harbour; lat. 53° 57′ N., lon. 7° 51′ W. Pop. 7000.

Member of Parliament:—M. J. Guest, Esq. (L.), London residence, 3, Victoria Street, Pimlico, s.w.

Route from London (Euston Square station), *viâ* Holyhead and Kingstown.

Hotel:—Devonshire Arms.

T. M. from London, 4*s.*

YPRES, a fortified town of Belgium, on the Yperlee, 26 m. S.W. Bruges and 16 m. N.N.W. Lille; lat. 50° 50′ N., lon. 2° 51′ E. Pop. 17,000.

Route from London, by rail (fixed mail services), from Charing Cross and Victoria stations, 7.40 A.M. and 8.45 P.M., *viâ* Dover, Calais, Lille, and Courtray.

Hôtel de Flandres.

T. M. from London, 2*s.* 6*d.*

ZANTE, a port in the Ionian Islands, cap. and on S.E. side of the island of Zante; lat. 37° 47′ N., lon. 20° 55′ E. Pop. 20,000. Principal exports: currants and fruit; about 10 millions of pounds are exported annually.

Consul:—Col. Hon. Berkeley Wodehouse, C.M.G.

The steamers of the Austrian Lloyd's leave Trieste for Zante, Fridays, 4 P.M.; returning Wednesdays, at 9 A.M. Fare, 81 fl. 75 c.

T. M. from London, 9*s*.

ZANZIBAR, a small island on the E. coast of Africa; lat. of town, 6° 27′ 7″ S., lon. 39° 33′ E., being 15 m. in length. Pop. 250,000. The island is the metropolis of the Imaum of Muscat's possessions. The chief exports comprise gums, ivory, cloves, antimony, blue vitriol, cocoa-nut oil, hides, horns, and sugar. The imports are arms, gunpowder, cutlery, coarse cotton stuffs, beads, wire, and iron.

Consul:—Henry A. Churchill, Esq., C.B. Vice-Consul:—Dr. John Kirk,

For route, *see* ST. DENIS; thence by sailing vessel.

T. M. from London, 16*s*.

ZARA, a port of Austria and cap. of Dalmatia, opposite the island Ugliano, on the Adriatic, 73 m. N.W. Spalato, and 170 m. S.E. Venice; lat. 44° 6′ 8″ N., lon. 15° 14′ E. Pop. 9000. It is strongly fortified, and surrounded with walls, which form the public promenade. It has a cathedral, arsenal, theatre, museum, &c. The harbour is small, but an active fishing and coasting trade is carried on.

Steamers of the Austrian Lloyd's leave Fiume for Zara, Wednesdays and Sundays, 6 A.M.; returning Tuesdays, at 2 P.M., and Thursdays, at 6 A.M. The same Co.'s steamers leave Trieste for Zara, Wednesdays, at midnight, Thursdays, at 5 A.M., and Saturdays, at midnight; returning Wednesdays, at 5 A.M., Fridays, at 4 P.M., and Mondays, at 9 A.M.

T. M. from London, 6*s*. 6*d*.

ZURICH, a town of Switzerland, on the Limmat, at its efflux from the N.W. extremity of the lake of same name, 58½ m. N.E. Bern, on the railway from Bern to St. Gall; lat. 47° 22′ N., lon. 8° 33′ E. Pop. 20,000.

The LAKE OF ZURICH is celebrated for its beauty. It is 33 m. long and from ½ to 2½ broad; area, 43 sq. m. It is divided into the lower and upper lake. At its narrowest part it is crossed by a bridge. Steamboats ply on the lake.

For route, *see* BASEL; thence *viâ* Waldshut. Through fare, 124*s*. 3*d*. 1st cl.

Hotel:—Baur-au-Lac.

T. M. from London, 5*s*. 10*d*.

J. ALLISON & CO.,

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RIBBONS in every variety, for BONNETS, TRIMMINGS, SASHES, and BELTS.

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BALL AND EVENING DRESSES, in TULLE, TARLATAN, and GRENADINE.

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READY-MADE LINEN.—UNDERCLOTHING, CHILDREN'S DRESSES, BABY LINEN, PETTICOATS, DRESSING GOWNS, and JACKETS.

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OUR OCEAN HIGHWAYS.

PART II.—TABLES.

☞ **For Ports not given in Ocean Tables,** *see* **PART I., under alphabetical headings.**

OCEAN STEAM LINES.

Companies' Offices and Chief Agencies.

AFRICAN STEAMSHIP COMPANY:
DUNCAN CAMPBELL, Sec., 14, Leadenhall Street, London, E.C.

AUSTRIAN LLOYD'S STEAMSHIP CO. (Trieste):
Messrs. HICKIE, BORMAN, & Co., 127, Leadenhall Street, London, E.C.

BRITISH AND N. AMERICAN ROYAL MAIL STEAM-PACKET CO. (Cunard Line):
D. & C. MACIVER, 8, Water Street, Liverpool.
J. B. FOORD, 52, Old Broad Street, London, E.C.

CAPE OF GOOD HOPE STEAMSHIP COMPANY:
Chief Office, 117, Leadenhall Street, London, E.C.
Sub-Office, Falmouth.

COMPAGNIE GÉNÉRALE TRANSATLANTIQUE:
4, Rue de la Paix, Paris.
Messrs. STRINGER, PEMBROKE, & Co., 8, Austin Friars, London, E.C.

COMPAGNIE DES MESSAGERIES IMPÉRIALES:
28, Rue Notre-Dame-des-Victoires, Paris.
Messrs. W. B. HORNE, 4, Moorgate Street, London, E.C.

GUION STEAMSHIP COMPANY:
Messrs. GUION & Co., 25, Water Street, Liverpool.
Messrs. A. S. PETRIE & Co., 11, Old Broad Street, London, E.C.

HAMBURGH AMERICAN STEAMSHIP COMPANY:
SMITH, SUNDIUS, & Co., 17, Gracechurch Street, London, E.C.; also at Southampton and Plymouth.

LIVERPOOL AND AUSTRALIAN NAVIGATION CO.:
Messrs. GIBBS, BRIGHT, & Co., 1, North John Street, Liverpool.

LIVERPOOL, BRAZIL, AND RIVER PLATE STEAM NAVIGATION COMPANY:
Messrs. LAMPORT & HOLT, 21, Water Street, Liverpool.

LIVERPOOL, NEW YORK, AND PHILADELPHIA STEAMSHIP COMPANY (Inman Line):
22, Water Street, Liverpool.
Messrs. EIVES & ALLEN, 61, King William Street, London, E.C.

LONDON AND NEW YORK STEAMSHIP COMPANY:

A. G. ROBINSON, 20, Mark Lane, E.C., and SMITH, SUNDIUS, & Co., 17, Gracechurch Street, E.C.

LONDON, BELGIUM, BRAZIL, AND RIVER PLATE ROYAL MAIL STEAMSHIP COMPANY:

D. SWAYNE, Sec., 12, Leadenhall Street, London, E.C.

MONTREAL OCEAN STEAMSHIP COMPANY:

Messrs. ALLAN, BROS., & Co., James Street, Liverpool.
Messrs. MONTGOMERIE & GREENHORNE, 17, Gracechurch Street, London, E.C.

NATIONAL STEAMSHIP COMPANY:

Chief Offices, 21, Water Street, Liverpool.
Messrs. MOSSES & MITCHELL, 55, Gracechurch Street, London, E.C.

NORTH GERMAN LLOYD STEAMSHIP COMPANY:

Messrs. PHILLIPPS, GRAVES, & PHILLIPPS, St. Dunstan's House, St. Dunstan's Hill, London, E.C.

PACIFIC MAIL STEAMSHIP COMPANY:

PACIFIC MAIL STEAMSHIP COMPANY, New York.
Messrs. STARR & Co., 22, Moorgate Street, London, E.C.

PACIFIC STEAM NAVIGATION COMPANY:

3, Harrington Street, Liverpool.
Messrs. GRIFFITHS, TATE, & Co., 4, East India Avenue, Leadenhall Street, London, E.C.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY:

122, Leadenhall Street, London, E.C.

ROYAL MAIL STEAM-PACKET COMPANY:

55, Moorgate Street, London, E.C., & Canute Road, Southampton.

TRANSATLANTIC STEAMSHIP CO. (Anchor Line):

Messrs. HENDERSON, BROS., & Co., 51, Union Street, Glasgow.

UNION STEAMSHIP COMPANY:

THOMAS HILL, Southampton.
Messrs. FALCONER & MERCER, 3, East India Chambers, Leadenhall Street, London, E.C.

WEST INDIA AND PACIFIC STEAMSHIP CO.:

THE TEMPLE, Dale Street, Liverpool.
117, Leadenhall Street, London, E.C.

ABSTRACT OF PORTS OF DEPARTURE AND CALL,

Ports of Destination and Call.	Ocean Steam Lines.	Ports of Departure.	Dates of Sailing.	Intermediate Ports.
ACAJUTLA.. ..	Compagnie Generale Transatlantique.	St. Nazaire .	8th	†Aspinwall —Panama.
,,	Pacific Mail Steamship Co. ..	New York .	1st and 16th	,,
,,	Royal Mail Steam-packet Co.	Southampton	2nd and 17th	,,
,,	West In. & Pacific S. S. Co. ..	Liverpool ..	5th and 20th	,,
ACAPULCO.. ..	Compagnie Gen. Transatlan...	St. Nazaire .	8th	,,
,,	Pacific Mail St. Ship Co... ..	New York .	1st and 16th	,,
,,	Royal Mail St. Packet Co. ..	Southampton	2nd and 17th	,,
,,	W. I. & P. S. S. Co.	Liverpool ..	5th and 20th	,,
ACCRAH	African S. S. Co...	,,	4th, 14th, & 24th	.. ..
ADEN	Messageries Imperiales	Marseilles ..	Every fourth Saturday.	Alexandria —Suez.
,,‡	Peninsular and Oriental Steam Nav. Co.	Southampton	Every Saturday, 2 P.M.	,,
,,	,, ,,	Marseilles ..	Every Sunday, at 7 A.M.	,,
ALEXANDRIA ..	Austrian Lloyd's St. S. Co. ..	Trieste ..	Saturdays, midnight.	.. ..
,,‖	Messageries Imperiales	Marseilles ..	4th Thursday, & 9, 19, 29, 5 P.M.	.. ..
,,§	Peninsular & Oriental S. N. Co.	Southampton	Every Saturday, 2 P.M.	.. ..
,,	,, ,,	Marseilles..	Every Sunday, at 7 A.M.	.. ..
,,	Societa Anonima Italiana di Nav. Adria. Orien.	Brindisi ..	Every Tuesday, at 1 P.M.	.. ..
ALGOA BAY‖ ..	Cape of Good Hope Steamship Co.	London ..	Alternate 1st	Falmouth
,,¶	Union S. S. Co.	Southampton	8th and 23rd	Plymouth

* Children under 12 years, half fare; under 8, quarter fare; and one child under 3, free to all West Indian, Brazil, and South Pacific ports. (Royal Mail St. Packet Co.)

† Isthmus of Panama and the Pacific:—Colon (Aspinwall) is the port of disembarkation for passengers proceeding to Panama and ports on the west coast of South America, Acapulco, Manzanillo, San Francisco, British Columbia, Central American (Pacific) ports, Japan, and China. Trains run daily across the Isthmus of Panama. Fare, $25 (gold).

‡ An allowance of 20 per cent. on the charge for the return voyage is made by the P. & O. Co. to

DATES OF SAILING, AND THROUGH FARES.

Connecting Steam Line.	Dates of Sailing from Intermediate Ports.	Through Fares. 1st Class, one Person.	Through Fares. Double Reserve Cabin.	Through Fares. Children with Parents, above three and under ten years.*	Dates of Departure Homeward.	Agents at Ports of Destination.
Panama railway Co.'s steamers.	10th	£. s. d. 1520 fr.	£. s. d.	£. s. d.	21st	Panama railway S.S. Co.'s Agent.
,,	10th and 25th	.. ..	.. ..	.. ..	,,	,,
,,	,,	£55 1 0	.. ..	.. ..	6th and 21st	J. Mathe, Esq.
,,	,,	43 1 0	.. ..	.. ..	.. ..	Panama railway S. S. Co.
Pacific Mail S. S. Co.	,,	59 0 0	.. ..	.. ..	7th and 26th	Pacific Mail S. S. Co.
,,	9th	§195	.. ..	.. ..	,,	,,
,,	,,	£54 5 0	.. ..	.. ..	,,	,,
.. ..	.. ..	49 5 0	.. ..	.. ..	.. ..	,,
.. ..	.. ..	34 0 0	—	—	—	—
Mess. Imp.	4th Saturday	85 0 0	.. ..	.. ..	.. ..	De Crety.
P. & O. S. N. Co.	Sundays, 6 P.M.	60 0 0	180 0 0	30 0 0	4th Saturday	W. H. Davies.
,,	,,	50 0 0	170 0 0	25 0 0	,,	,,
.. ..	.. ..	13 0 0	.. ..	.. ..	Every Friday, at 5 P.M.	G. de Battisti.
.. ..	.. ..	457f.	.. ..	.. ..	4th Sunday & 9, 19, 29, 3 P.M.	Joseph Frugoli.
.. ..	.. ..	£30 0 0	.. ..	.. ..	Every Sunday, at 4 P.M.	W. H. Roberts.
.. ..	.. ..	18 10 0	.. ..	9 5 0	,,	,,
.. ..	.. ..	11 0 0	.. ..	.. ..	On arrival of India mail.	—
.. ..	Alternate 4th	37 0 0	.. ..	.. ..	Alternate 1st	Dunell, Ebden, & Co.
Union S. S. Co.	10th and 25th	47 5 0	.. ..	.. ..	6 hours after arrival.	Messrs. Anderson & Co.

passengers who paid the full fare from Europe to India, China, and Australia (or *vice versâ*), re-embarking within six months from the date of landing. *See* also note ‡, p. 424.

§ Passengers booking and paying their passage-money at Marseilles must pay the amount in francs, at the P. & O. Co.'s advertised rates.

‖ Return tickets, 70*l*. (1 year).

¶ Union S. S. Co. issue return tickets, available for four months, 85*l*., sailing 9th and 24th summer; 8th and 23rd winter.

ABSTRACT OF PORTS OF DEPARTURE AND CALL,

PORTS OF DESTINATION AND CALL.	OCEAN STEAM LINES.	PORTS OF DEPARTURE.	DATES OF SAILING.	INTERMEDIATE PORTS.
AMAPALA	ROYAL MAIL S. P. Co.	Southampton	2nd and 17th	Aspinwall—Panama.
,,	W. I. & P. S. S. Co.	Liverpool ..	5th and 20th	,,
ANCUD†	PACIFIC S. N. Co.	Valparaiso .	1st and 16th, at 10 A.M.	.. ..
ANTIGUA‡.. ..	ROYAL MAIL S. P. Co.	Southampton	2nd and 17th	.. ..
ARICA	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	8th	Aspinwall—Panama.
,,	PACIFIC MAIL S. S. Co.	New York .	1st and 16th	,,
,,	PACIFIC S. N. Co.	Liverpool ..	13th	Valparaiso
,,	,, ,,	Callao . ..	26th	.. ..
,,	ROYAL MAIL S. P. Co.	Southampton	2nd and 17th	Asp. & Pan.
,,	W. I. & P. S. S. Co.	Liverpool ..	5th and 20th	,,
ASCENSION ..	THE UNION S. S. Co.	Southampton	8th and 23rd	Plymouth
ASPINWALL .. (COLON)	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	8th	.. ..
,,	PACIFIC MAIL S. S. Co...	New York..	1st and 16th	.. ..
,,	ROYAL MAIL S. P. Co.	Southampton	2nd and 17th	.. ..
,,	W. IN. & PAC. S. S. Co.	Liverpool ..	5th and 20th	.. ..
BAHIA § (BRAZIL)	LIVERPOOL, BRAZIL, AND RIVER PLATE ST. NAV. Co.	,,	Once a-month.	.. ..
,,	MESSAGERIES IMPERIALES	Bordeaux ..	25th, at 11 A.M.	.. ..
,,	ROYAL MAIL S. P. Co.	Southampton	9th, at 2 P.M.	.. ..
BAHIA (W. COAST)	PACIFIC S. N. Co.	Panama ..	13th	.. ..
BALLENITA ..	,, ,,	,,	,,	.. ..
BALTIMORE ..	NORTH GERMAN LLOYD S. S. Co.	Bremen ..	Alternate Wednesdays.	.. ..
,,	BALTIMORE AND OHIO RAILWAY Co.'s U. S. MAIL STEAM LINE.	Liverpool ..	Wednesdays	Queenstown
BARBADOES ..	ROYAL MAIL S. P. Co.	Southampton	2nd and 17th	.. ..
,,	W. I. & P. S. S. Co...	Liverpool ..	5th	.. ..
BASSE-TERRE ..	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	16th	St. Thomas

* *See* note *, p. 420.
† For mail route from Southampton, *see* Valparaiso.
‡ The Royal Mail S. P. Co. make an abatement of one-sixth in favour of families, and issue return

DATES OF SAILING, AND THROUGH FARES—*continued.*

CONNECTING STEAM LINE.	DATES OF SAILING FROM INTERMEDIATE PORTS.	THROUGH FARES. 1ST CLASS, ONE PERSON.	DOUBLE RESERVE CABIN.	CHILDREN 3 TO 10.*	DATES OF DEPARTURE HOMEWARD.	AGENTS AT PORTS OF DESTINATION.
		£. s. d.	£. s. d.	£. s. d.		
Panama railway Co.'s steamers.	10th and 25th	52 19 0	.. ..	.. ..	.. ..	Messrs. Morris & Co.
,,	,,	39 18 0	.. ..	.. ..	6 hrs. after arr.	,,
.. ..	.. ..	§55	.. ..	.. ..	8th and 23rd, at 5 P.M.	R. D. Burr.
.. ..	.. ..	£30 10 0	.. ..	.. ..	.. ..	W. H. Brown.
Pacific S. N. Co.	1st	86 3 9	.. ..	.. ..	8th and 22nd, at 3 P.M.	C. H. Nugent, Esq., H. B. M. V. C.
,,	1st, 11th, 25th	§300	.. ..	.. ..	,,	,,
,,	.. ..	£80 0 0	.. ..	.. ..	.. ..	,,
.. ..	.. ..	§48	.. ..	.. ..	1st, at 6 P.M.	,,
Pacific S. N. Co.	10 or 11 & 25th	£77 17 6	.. ..	.. ..	8th and 22nd	,,
,,	1st, 11th, 25th	68 8 9	.. ..	.. ..	.. ..	,,
Union S. S. Co.	10th and 25th	63 0 0	—	—	—	—
.. ..	.. ..	1100 fr.	.. ..	.. ..	1st	M. Arrivet.
.. ..	.. ..	§123 50c.	.. ..	.. ..	*No information*	Pacific M. S. S. Co.'s Agent.
.. ..	.. ..	£44 0 0	.. ..	.. ..	7th and 23rd	D. R. Martin, Traffic Manager.
.. ..	.. ..	21 0 0	.. ..	.. ..	12th and 28th	W. I. P. S. S. Co. (Colon).
.. ..	.. ..	25 0 0	.. ..	.. ..	.. ..	Edward Benn.
.. ..	.. ..	1300 fr.	.. ..	.. ..	28th, at 2 P.M.	Chas. Kuhnart.
.. ..	.. ..	£30 0 0	.. ..	.. ..	28th, noon	Messrs. Wilson, Hett, & Co.
.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	F. A. Baldæ.
.. ..	.. ..	.. ..	.. ..	.. ..	22nd, at 5 P.M.	José Baldigan.
Southampton	Alt. Saturdays	18 0 0	.. ..	.. ..	Alternate Wednesdays.	Messrs. Schumacher & Co.
R. & O. M. S. I.	Thursday	18 18 0	—	—	—	—
.. ..	.. ..	30 0 0	.. ..	.. ..	10th and 25th	M. Cavan & Co.
.. ..	.. ..	20 0 0	.. ..	.. ..	.. ..	Da Costa & Co.
Co. Ge. Tr.	30th	.. ..	.. ..	.. ..	20th.	—

tickets to all West India, Brazil and River Plate, and South Pacific ports at a fare and a half, available for six, nine, or twelve months, according to destination.

§ The mail steamer of 20th of every month from Liverpool occasionally calls at Bahia.

ABSTRACT OF PORTS OF DEPARTURE AND CALL,

PORTS OF DESTINATION AND CALL.	OCEAN STEAM LINES.	PORTS OF DEPARTURE.	DATES OF SAILING.	INTERMEDIATE PORTS.
BATAVIA† ..	MESSAGERIES IMPERIALES	Marseilles..	4th Saturday	Alex. & Suez
,,	PENINSULAR & ORIENTAL S. N. Co.	Southampton Marseilles..	Twice a-month.	.. ..
BATHURST ..	AFRICAN S. S. Co.	Liverpool ..	4th and 24th	.. ..
BENIN	,, ,,	,,	4th, 14th, & 24th	.. ..
BOMBAY‡	PENINSULAR & ORIENTAL S. N. Co.	Southampton	Saturdays, 2 P.M.	Alex. & Suez
BONNY	AFRICAN S. S. Co.	Liverpool ..	4th, 14th, & 24th	.. ..
BOSTON	BRITISH AND NORTH AMERICAN S. S. Co. (CUNARD LINE).	,,	Every Tuesday	Queenstown
BUENAVENTURA.§	PACIFIC S. N. Co.	Panama ..	13th, noon	.. ..
BUENOS AYRES	ROYAL MAIL S. P. Co.	Southampton	9th, at 2 P.M.	.. ..
,,	LONDON, BELGIUM, BRAZIL AND R. P. S. S. Co.	London ..	27th	Antwerp—Falmouth.
,,	MESSAGERIES IMPERIALES	Bordeaux ..	25th, at 11 A.M.	Rio de Janeiro.
,,	THE LIVERPOOL, BRAZIL AND RIVER PLATE ST. NAV. Co.	Liverpool ..	10th, 20th, and 30th.	.. ..
CALBUCO	PACIFIC S. N. Co.	Valparaiso .	1 & 16th, 10 A.M.	.. ..
CALCUTTA‡ ..	MESSAGERIES IMPERIALES	Marseilles..	4th Saturday, 4 P.M.	Alexandria—Suez.
,,	PENINSULAR & O. S. N. Co. ..	Southampton	Alternate Saturdays, 2 P.M.	,,
,,	,, ,,	Marseilles .	Alt. Sun., 7 A.M.	,,
CALDERA	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	8th	Aspinwall—Panama.
,,	PACIFIC MAIL S. S. Co.	New York..	1st and 16th, at noon.	,,
,,	PACIFIC S. N. Co.	Liverpool ..	13th	Valparaiso
,,	ROYAL MAIL S. P. Co.	Southampton	2nd and 17th	Aspinwall—Panama.
,,	W. I. & P. S. S. Co.	Liverpool ..	5th and 20th	,,

* *See* note *, p. 420. † *Viâ* Singapore. *See* also following note ‡.

‡ *Rates of Passage-money.*—Exclusive of the amount payable to the Egyptian Transit Administration for conveyance of Passengers through Egypt, *viz.*:

For First-class Passengers £4 10 0
„ Second ditto 2 5 0
„ Children above 3 and under 10 years, half fare.

DATES OF SAILING, AND THROUGH FARES—*continued.*

CONNECTING STEAM LINE.	DATES OF SAILING FROM INTERMEDIATE PORTS.	THROUGH FARES. 1ST CLASS, ONE PERSON.	DOUBLE RESERVE CABIN.	CHILDREN 3 TO 10.*	DATES OF DEPARTURE HOMEWARD.	AGENTS AT PORTS OF DESTINATION.
		£. s. d.	£. s. d.	£. s. d.		
Mess. Imp.	4th Sunday	214 0 0	.. ..	.. ..	4th Friday	W. Suermondt.
P. & O. S. N. Co.	Twice a-month.	112 0 0	.. ..	56 0 0	Bi-monthly	Maclaire, Watson, & Co.
		107 0 0	.. ..	54 0 0		
.. ..	.. ..	23 10 6	.. ..	.. ..	.. ..	Wm. Goddard.
.. ..	.. ..	37 0 0	—	—	—	—
P. & O. S. N. Co.	Sunday, 6 P.M.	85 0 0	220 0 0	43 0 0	Saturday, 5 P.M.	G. F. Henry.
.. ..	.. ..	38 0 0	—	—	—	—
.. ..	Wednesday	26 0 0	.. ..	.. ..	.. ..	J. Alexander.
.. ..	.. ..	.. ..	.. ..	.. ..	27th, at 5 P.M.	J. V. Cordova.
.. ..	.. ..	55 0 0	.. ..	.. ..	15th, at 4 P.M.	A. Robinson.
L. B. B. & R. P. S. S. Co.	Antwerp, 1st; Falmouth, 3rd.	35 0 0	.. ..	.. ..	17th	A. Howden & Co.
Mess. Imp.	22nd, 4 P.M.	1750 fr.	.. ..	.. ..	12th, at 4 P.M.	Octave de Martrin Donos.
L. B. & R. P. S. N. Co.	.. ..	£35 0 0	52 10 0	.. ..	9th.	—
.. ..	.. ..	$58	.. ..	.. ..	8 & 23, 8.30 A.M.	Dartnell & Co.
Mess. Imp.	Every 4th Sunday, 8 A.M.	£120 0 0	.. ..	.. ..	Once a-month	E. Lamoureux.
P. & O. S. N. Co.	Alt. Sundays, 8 P.M.	95 0 0	250 0 0	48 0 0	Once a-fortnight.	J. Paterson.
,,	,,	90 0 0	240 0 0	45 0 0	,,	,,
Pacific S. N. Co.	1st	90 17 6	.. ..	.. ..	13th	Sieverts & Co.
,,	1st, 10th, & 25th	$325	.. ..	.. ..	5th, 13th, and 19th.	,,
,,	3, 10, 17, & 24th	£80 0 0	.. ..	.. ..	9th	,,
,,	10 & 25, 6 A.M.	82 11 3	.. ..	.. ..	5th and 19th, at 6 P.M.	,,
,,	1st, 10th, & 25th	73 2 6	.. ..	.. ..	5, 13, & 19th	,,

§ Through fare by Royal Mail S. P. Co., 53*l.* 7*s.* 6*d.*, from Southampton, 17th; and by West India and P. S. S. Co., 35*l.* 12*s.*, from Liverpool, 20th.

ABSTRACT OF PORTS OF DEPARTURE AND CALL,

PORTS OF DESTINATION AND CALL.	OCEAN STEAM LINES.	PORTS OF DEPARTURE.	DATES OF SAILING.	INTERMEDIATE PORTS.
CALLAO	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	8th	Asp. & Pan.
,,	PACIFIC MAIL S. S. Co.	New York ..	1st and 16th, at noon.	,,
,,	PACIFIC S. N. Co.	Liverpool ..	13th	Valparaiso, Asp., & Pan.
,,	ROYAL MAIL S. S. Co.	Southampton	2nd and 17th	Aspinwall—Panama.
,,	W. I. & P. S. S. Co.	Liverpool ..	5th and 20th	,,
CAMEROONS ..	AFRICAN S. S. Co.	,,	4th	.. ..
CAPE COAST CASTLE.	,, ,,	,,	,,	.. ..
CAPE HAYTI ..	COMPAGNIE GEN. TRANSATLAN. ..	St. Thomas .	30th	.. ..
CAPE PALMAS ..	AFRICAN S. S. Co.	Liverpool ..	4th, 14th, & 24th	.. ..
CAPE TOWN † ..	CAPE OF GOOD HOPE S. S. Co. ..	London ..	Alternate 1st	Falmouth
,,	UNION S. S. Co.	Southampton	8th and 23rd	Plymouth
CARRIZAL-BAJO	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	8th	Asp., Pan., and Callao.
,,	PACIFIC MAIL S. S. Co.	New York ..	1st and 16th	,,
,,	PACIFIC S. N. Co.	Liverpool ..	13th	Valparaiso
,,	ROYAL MAIL S. P. Co.	Southampton	2nd and 17th	Asp., Pan., and Callao.
,,	W. I. & P. S. S. Co.	Liverpool ..	5th and 20th	,,
CARTHAGENA ..	ROYAL MAIL S. P. Co.	Southampton	2nd	.. ..
,,	W. I. & P. S. S. Co.	Liverpool ..	5th	.. ..
CASMA	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	8th	Asp., Pan., and Callao.
,,	PACIFIC MAIL S. S. Co.	New York ..	1st and 16th	,,
,,	PACIFIC S. N. Co.	Callao ..	15th, at 6 P.M.	.. ..
,,	ROYAL MAIL S. P. Co.	Southampton	2nd and 17th	Asp., Pan., and Callao.
,,	W. I. & P. S. S. Co.	Liverpool ..	5th and 20th	,,
CAYENNE	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	8th	Fort de France.
CERRO-AZUL ..	PACIFIC S. N. Co.	Callao ..	Mondays and Thursdays, 2 P.M.	.. ..

* *See* note *, p. 420.

DATES OF SAILING, AND THROUGH FARES—*continued*.

CONNECTING STEAM LINE.	DATES OF SAILING FROM INTERMEDIATE PORTS.	THROUGH FARES.			DATES OF DEPARTURE HOMEWARD.	AGENTS AT PORTS OF DESTINATION.
		1ST CLASS, ONE PERSON.	DOUBLE RESERVE CABIN.	CHILDREN 3 TO 10.*		
		£. s. d.	£. s. d.	£. s. d.		
Pacific S. N. Co.	1st	74 0 0	.. ..	.. ..	22nd, 10 A.M.	Pacific S. N. Co.
,,	1st, 10th, & 25th	$235	.. ..	.. ..	14th 22nd, and 28th, 10 A.M.	CHIEF OFFICE, Geo. Petrie (Gen. Man.).
,,	3, 10, 17, & 24th	£80 0 0	.. ..	.. ..	5th	,,
,,	10 & 25th, 6 A.M.	66 12 6	.. ..	.. ..	14th and 28th, at 10 A.M.	,,
,,	1st, 10th, & 25th	56 5 0	.. ..	.. ..	5, 13, & 19th	John S. Guy.
.. ..	.. ..	40 0 0	—	—	—	—
.. ..	.. ..	33 0 0	—	—	—	—
.. ..	.. ..	125 fr.	.. ..	.. ..	19th.	—
.. ..	.. ..	£30 0 0	—	—	—	—
Cape of Good Hope S. S. Co.	4th	32 0 0	.. ..	.. ..	Alternate 5th	Anderson & Co.
Union S. S. Co.	10th and 25th	42 0 0	.. ..	.. ..	.. ..	,,
,,	1st, from Panama.	91 16 3	.. ..	.. ..	12th, 5 P.M.	John H. Gore.
,,	1st, 10th, & 25th, from Panama.	$330	.. ..	.. ..	,,	,,
Pacific S. N. Co.	3, 10, 17, & 25th	£80 0 0	.. ..	.. ..	.. ..	,,
,,	10th and 25th, from Panama.	83 2 6	.. ..	.. ..	.. ..	,,
,,	1st, 10th, & 25th	74 1 3	.. ..	.. ..	.. ..	,,
.. ..	.. ..	35 0 0	.. ..	.. ..	2nd	T. C. Stevenson.
.. ..	.. ..	21 0 0	.. ..	.. ..	.. ..	Macia e hijo.
Pacific S. N. Co.	1st, at 6 A.M., from Panama.	65 13 0	.. ..	.. ..	20th, at noon	E. Farromeque
,,	1, 10, & 25, 6 A.M., from Panama.	$222	.. ..	.. ..	.. ..	,,
.. ..	.. ..	$12	.. ..	.. ..	.. ..	,,
Pacific S. N. Co.	10 & 25, 6 A.M., from Panama.	£64 15 0	.. ..	.. ..	.. ..	,,
,,	.. ..	53 8 9	.. ..	.. ..	.. ..	,,
Compagnie G. T.	22nd	1100 fr.	.. ..	.. ..	1st.	—
.. ..	.. ..	.. ..	.. ..	.. ..	Wednesdays and Saturdays, at 6.30 P.M.	José Chater.

† Return tickets (1 year), 60*l*.

ABSTRACT OF PORTS OF DEPARTURE AND CALL.

PORTS OF DESTINATION AND CALL.	OCEAN STEAM LINES.	PORTS OF DEPARTURE.	DATES OF SAILING.	INTERMEDIATE PORTS.
CEYLON†	MESSAGERIES IMPERIALES	Marseilles ..	4th Saturday, 4 P.M.	Alexandria —Suez.
,,	PENINSULAR & O. S. N. Co... ..	Southampton	Alt. Sat., 2 P.M.	,,
,,	,, ,,	Marseilles ..	Alt. Sun., 7 A.M.	,,
CHALA	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	8th	Aspinwall—Panama.
,,	PACIFIC MAIL S. S. Co.	New York .	1st and 16th	Aspinwall, Panama, and Callao.
,,	PACIFIC S. N. Co.	Liverpool ..	13th	Valparaiso
,,	,, ,,	Callao ..	26th, at 6 P.M.	.. ..
,,	ROYAL MAIL S. P. Co.	Southampton	2nd and 17th	Aspinwall, Panama, and Callao.
,,	W. I. & P. S. S. Co.	Liverpool ..	5th and 20th	,,
CHANARAL ..	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	8th	Aspinwall—Panama.
,,	PACIFIC MAIL S. S. Co.	New York .	1st and 16th, at noon.	Aspinwall, Panama, and Callao.
,,	PACIFIC S. N. Co.	Liverpool ..	13th	Valparaiso
,,	,, ,,	Callao ..	11th, at 6 P.M.	.. ..
,,	ROYAL M. S. P. Co.	Southampton	2nd and 17th	Aspinwall, Panama, and Callao.
,,	W. I. & P. S. S. Co.	Liverpool ..	5th and 20th	,,
CHINCHA ISLANDS. ‡	PACIFIC S. N. Co.	,,	13th	Valparaiso
,,	,, ,,	Callao ..	26th, at 6 P.M.	.. ..
COBIJA	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	8th	Asp. & Pan.
,,	PACIFIC MAIL S. S. Co.	New York .	1st and 16th, at noon.	,,
,,	PACIFIC S. N. Co.	Liverpool ..	13th	Valparaiso
,,	,, ,,	Callao ..	26th, at 6 P.M.	.. ..
,,	ROYAL MAIL S. P. Co...	Southampton	2nd and 17th	Asp. & Pan.
,,	W. I. & P. S. Co.	Liverpool ..	10th and 20th	,,
CORONEL	PACIFIC S. N. Co.	Valparaiso .	1 & 16th, 10 A.M.	.. ..
CORRAL	,, ,,	,,	,,	.. ..

* *See* note *, p. 420. † *See* note †, p. 420.

‡ Steamers of the Compagnie Gen. Transatlan. (St. Nazaire, 1st), Pacific Mail S. S. Co. (New York, 1st

DATES OF SAILING, AND THROUGH FARES—*continued.*

CONNECTING STEAM LINE.	DATES OF SAILING FROM INTERMEDIATE PORTS.	THROUGH FARES. 1ST CLASS, ONE PERSON.	DOUBLE RESERVE CABIN.	CHILDREN 3 TO 10.*	DATES OF DEPARTURE HOMEWARD.	AGENTS AT PORTS OF DESTINATION.
		£. s. d.	£. s. d.	£. s. d.		
Mess. Imp.	4th Sunday	105 0 0	.. ..	.. ..	Once a-month	Heldevert Auber.
P. & O. S. N. Co.	Alt. Sun., 8 P.M.	85 0 0	220 0 0	43 0 0	Alt. Thurs., at 1 A.M.	F. Bayley.
,,	,,	80 0 0	210 0 0	40 0 0	,,	,,
Pacific S. N. Co.	1st, from Panama.	81 10 0	.. ..	.. ..	18th, at 9 A.M.	N. Leal.
,,	1st, 10th, & 25th, fr. Panama; 26, 6 P.M., fr. Callao.	$290	.. ..	.. ..	3rd and 18th	,,
,,	3, 10, 17, & 25th	£80 0 0	.. ..	.. ..	.. ..	,,
.. ..	.. ..	$40	.. ..	.. ..	.. ..	,,
Pacific S. N. Co.	10 & 25th, 6 A.M., fr. Panama; 26, 6 P.M., fr. Callao.	£73 7 6	.. ..	.. ..	.. ..	,,
,,	,,	63 15 0	.. ..	.. ..	.. ..	,,
,,	1st, at 6 A.M.	90 17 6	.. ..	.. ..	13th, at 4 P.M.	A. Marquez.
,,	1, 10, 25, 6 A.M., fr. Panama; 11, 6 A.M., fr. Callao.	$325	.. ..	.. ..	,,	,,
,,	3, 10, 17, & 25th	£80 0 0	.. ..	.. ..	.. ..	,,
.. ..	.. ..	$93	.. ..	.. ..	13th, at 4 P.M.	,,
Pacific S. N. Co.	10 & 25, 6 A.M., fr. Panama; 11, 6 A.M., fr. Callao.	£82 11 3	.. ..	.. ..	,,	,,
,,	.. ..	73 2 6	.. ..	.. ..	.. ..	,,
,,	3, 10, 17, & 25th	80 0 0	.. ..	.. ..	13th, at 4 P.M.	John Bryce.
.. ..	.. ..	$14	.. ..	.. ..	.. ..	,,
.. ..	1st, at 6 A.M.	£89 0 0	.. ..	.. ..	14th, at 5 P.M.	J. Dorado.
Pacific S. N. Co.	1st, 10th, & 25th, at 6 A.M.	$315	.. ..	.. ..	7th, 14th, 21st	,,
,,	3, 10, 17, & 25th	£80 0 0	.. ..	.. ..	.. ..	,,
.. ..	.. ..	$80	.. ..	.. ..	1st, at 11 A.M.	,,
Pacific S. N. Co.	10th and 25th, at 6 A.M.	£80 13 9	.. ..	.. ..	7th and 21st, at 7 A.M.	,,
,,	.. ..	71 5 0	.. ..	.. ..	.. ..	,,
.. ..	.. ..	$30	.. ..	.. ..	11 & 26th, 2 A.M.	Emilio Ranch.
.. ..	.. ..	$50	.. ..	.. ..	5 & 20th, 2 P.M.	H. Schilicke.

and 16th), Royal Mail S. P. Co. (Southampton, 2nd and 17th), and West India & P. S. S. Co. (Liverpool, 5th and 20th), carry passengers at through fares for this port.

ABSTRACT OF PORTS OF DEPARTURE AND CALL,

PORTS OF DESTINATION AND CALL.	OCEAN STEAM LINES.	PORTS OF DEPARTURE.	DATES OF SAILING.	INTERMEDIATE PORTS.
COQUIMBO	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	8th	Asp. & Pan.
,,	PACIFIC MAIL S. S. Co.	New York ..	1st and 16th	,,
,,	PACIFIC S. N. Co.	Liverpool ..	13th	Valparaiso
,,	,, ,,	Callao . ..	26th, at 6 P.M.	.. ..
,,	ROYAL MAIL S. P. Co.	Southampton	2nd and 17th	Aspinwall—Panama.
,,	W. I. & P. S. S. Co.	Liverpool ..	16th and 20th	,,
CULEBRAS	PACIFIC S. N. Co.	Callao.. ..	25th, at 6 P.M.	.. ..
CURAÇOA	ROYAL MAIL S. P. Co.	Southampton	2nd and 17th	St. Thomas
,,	W. I. & P. S. S. Co.	Liverpool ..	20th	.. ..
DAKAR	MESSAGERIES IMPERIALES	Bordeaux ..	25th, at 11 A.M.	.. ..
DEMERARA ..	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	8th	F. de France
,,	ROYAL MAIL S. P. Co.	Southampton	2nd and 17th	.. ..
DOMINICA	,, ,,	,,	,,	.. ..
EAST LONDON ..	UNION S. S. Co.	,,	8th and 23rd	Plymouth
ESMERALDAS ..	PACIFIC S. N. Co.	Panama ..	13th	.. ..
FERNANDO PO ..	AFRICAN S. S. Co.	Liverpool ..	10th and 24th	.. ..
FORT DE FRANCE	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	16th	St. Thomas
GRENADA	,, ,,	,,	8th	F. de France
,,	ROYAL MAIL S. P. Co.	Southampton	2nd and 17th	.. ..
GREY TOWN† ..	,, ,,	,,	17th	.. ..
GIBRALTAR ..	PENINSULAR & O. S. N. Co. ..	,,	Saturdays, 2 P.M.	.. ..
GUADELOUPE	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	16th	St. Thomas
,,	ROYAL MAIL S. P. Co.	Southampton	2nd and 17th	.. ..
GUAYAQUIL ..	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	8th	Asp., Pan. and Payta.
,,	PACIFIC MAIL S. S. Co...	New York ..	1st and 16th	,,
,,	ROYAL MAIL S. S. Co.	Southampton	2nd and 17th	,,
,,	W. I. & P. S. S. Co.	Liverpool ..	5th and 20th	,,

* *See* note *, p. 420.

DATES OF SAILING, AND THROUGH FARES—*continued.*

CONNECTING STEAM LINE.	DATES OF SAILING FROM INTERMEDIATE PORTS.	THROUGH FARES.			DATES OF DEPARTURE HOMEWARD.	AGENTS AT PORTS OF DESTINATION.
		1ST CLASS, ONE PERSON.	DOUBLE RESERVE CABIN.	CHILDREN 3 TO 10.*		
		£. s. d.	£. s. d.	£. s. d.		
Pacific S. N. Co.	1st, 6 P.M.	95 11 3	.. ..	.. ..	11th, at 6 P.M.	Hugh Cosgrove.
,,	1st, 10th, & 25th	§335	.. ..	.. ..	.. ..	,,
,,	3, 10, 17, & 25th	£80 0 0	.. ..	.. ..	11th, at 6 P.M.	,,
.. ..	.. ..	§101	.. ..	.. ..	26th, at 6 P.M.	,,
Pacific S. N. Co.	10th and 25th, 6 A.M.	£83 10 0	.. ..	.. ..	4 & 18th, 4 P.M.	D. Ross, Esq., H. B. M. Consul.
,,	.. ..	75 0 0	.. ..	.. ..	.. ..	Hugh Cosgrove.
.. ..	.. ..	.. ..	.. ..	.. ..	20th, at 6 P.M.	Thomas Goin.
Jesurun & Sons' steamers.	3rd and 18th	38 0 0	—	—	—	—
.. ..	.. ..	21 0 0	.. ..	.. ..	.. ..	J. H. Jones.
.. ..	.. ..	1125 fr.	.. ..	.. ..	9th, at 6 A.M.	Pilot Beauretour.
Compagnie G. T.	22nd	965 fr.	.. ..	.. ..	4th.	—
.. ..	.. ..	£30 0 0	.. ..	.. ..	8th and 23rd	A. Duff, Esq.
.. ..	.. ..	30 0 0	.. ..	.. ..	12th and 27th	Garraway & Son.
Union S. S. Co.	10th and 25th	52 10 0	.. ..	.. ..	.. ..	G. B. Christian.
.. ..	.. ..	.. ..	.. ..	.. ..	25th, at 6 P.M.	Leon. Martinez.
.. ..	.. ..	39 0 0	.. ..	.. ..	15th and 28th	J. Holt.
Compagnie G. T.	30th	965 fr.	.. ..	.. ..	9th	Messrs. E. Dupré.
,,	22nd	965 fr.	.. ..	.. ..	6th	,,
.. ..	.. ..	£30 0 0	.. ..	.. ..	10th and 25th	H. J. B. Beckwith.
.. ..	.. ..	35 0 0	.. ..	.. ..	15th	J. C. Hollenbeck.
.. ..	.. ..	10 0 0	.. ..	.. ..	Monday, 4 P.M.	W. H. Smith.
Compagnie G. T.	30th	965 fr.	.. ..	.. ..	20th	C. Laballe & Cie.
.. ..	.. ..	£30 0 0	.. ..	.. ..	12th and 27th	F. Chapp.
Pacific S. N. Co.	1st, 6 A. Pan.; 5th, 6 P. Payta.	66 10 0	.. ..	.. ..	3rd, at 10 P.M.	Harman & Medina.
,,	1, 10, & 25, 6 A.M., fr. Panama; 5 & 30th, fr. Payta.	§195	.. ..	.. ..	3rd, 16th, and 30th.	,,
,,	10 & 25th, 6 A.M., Panama; 30th, 5 P.M., Payta.	£60 1 3	.. ..	.. ..	12th and 27th, at 6 P.M.	,,
,,	,,	48 15 0	.. ..	.. ..	,,	Millan, Ballen, & Co.

† No transfer (*i. e.* direct to Grey Town, after calling at Aspinwall).

ABSTRACT OF PORTS OF DEPARTURE AND CALL,

PORTS OF DESTINATION AND CALL.	OCEAN STEAM LINES.	PORTS OF DEPARTURE.	DATES OF SAILING.	INTERMEDIATE PORTS.
HALIFAX	THE LIVERPOOL, NEW YORK, & P. S. S. Co. (INMAN LINE).	Liverpool ..	Alternate Saturdays.	Queenstown
HAVANNAH ..	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	16th	.. ..
,,	ROYAL MAIL S. P. Co.	Southampton	2nd	.. ..
,,†	HAMBURGH AMERICAN S. S. Co..	Hamburgh .	1st	Havre
,,	NORTH GERMAN LLOYD'S S. S. Co.	Bremen ..	Alt. Wednes.	,,
HIOGO	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	8th	Asp., Pan., & S. Fran.
,,	PACIFIC MAIL S. S. Co.	New York .	1st and 16th	,,
,,‡	P. & O. S. N. Co.	Southampton	4th Sat., 2 P.M.	Alexandria —Suez.
,,	,, ,,	Marseilles .	4th Sun., 7 A.M.	,,
,,	ROYAL MAIL S. P. Co..	Southampton	17th	Pan. & San Francisco.
,,	W. I. & P. S. S. Co.	Liverpool ..	5th	Asp., Pan., & S. Fran.
HONG KONG ..	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	8th	,,
,,	MESSAGERIES IMPERIALES	Marseilles .	4th Saturday, 8 A.M.	Alexandria —Suez.
,,	PACIFIC MAIL S. S. Co.	New York .	1st and 16th	Asp., Pan., & S. Fran.
,,§	PENINSULAR & O. S. N. Co. ..	Southampton	Alternate Saturdays, 2 P.M.	Alexandria —Suez.
,,	,, ,,	Marseilles .	Alternate Sundays, 7 A.M.	,,
,,‖	ROYAL MAIL S. P. Co.	Southampton	17th	Asp., Pan., & S. Fran.
,,	W. I. & P. S. S. Co.	Liverpool ..	5th	.. ..
HONOLULU‖ ..	NORTH PACIFIC TRANSPORTATION Co.	San Francisco	,,	.. ..
HUACHO¶	PACIFIC S. N. Co.	Callao ..	10th, 6 P.M.	.. ..
HUANCHACO¶..	,, ,,	,,	,,	.. ..
HUARMEY ..	,, ,,	,,	3 & 17th, 6 P.M.	.. ..
HUASCO¶	,, ,,	,,	11 & 26th, 6 P.M.	.. ..

* *See* note *, p. 420.
† Passengers book through from Southampton.
‡ To Yokohama.
§ *See* note ‡, p. 424.
‖ The North Pacific Transportation Co. connects, through the Pacific Mail S. S. Co. from Panama, with

DATES OF SAILING, AND THROUGH FARES—*continued.*

CONNECTING STEAM LINE.	DATES OF SAILING FROM INTERMEDIATE PORTS.	THROUGH FARES. 1ST CLASS, ONE PERSON.	DOUBLE RESERVE CABIN.	CHILDREN 3 TO 10.*	DATES OF DEPARTURE HOMEWARD.	AGENTS AT PORTS OF DESTINATION.
		£. s. d.	£. s. d.	£. s. d.		
Inman Line	Alt. Sundays	21 0 0	.. ..	.. ..	.. ..	J. & R. B. Leeton.
.. ..	.. ..	1100 fr.	.. ..	.. ..	18th	Cabo, Bros., & Watson.
.. ..	.. ..	£30 0 0	.. ..	.. ..	8th	J. V. Crawford.
.. ..	4th	30 0 0	.. ..	.. ..	15th.	H. B. M. V. C.
.. ..	Alt. Saturdays.	—	—	—	—	—
Pacific Mail S. S. Co.	9th and 24th, from Panama; 4th, fr. S. Fran.	128 5 0	.. ..	.. ..	29th	Pacific Mail Co.
,,	,,	§325	.. ..	.. ..	,,	,,
P. & O. S. N. Co.	4th Sunday, at 4 P.M.	.. ..	.. ..	.. ..	4th Wed.	Aspinall, Cornes, & Co.
,,	,,	.. ..	.. ..	.. ..	.. ..	,,
Pacific Mail S. S. Co.	9th and 24th, from Panama; 4th, fr. S. Fran.	£117 10 0	.. ..	.. ..	About 4th	Pacific Mail Co.
..	4th Sun., 4 P.M.	109 5 0	.. ..	.. ..	15th	,,
,,	,,	128 5 0	.. ..	.. ..	,,	,,
Mess. Imp.	4th Sunday, from Suez.	145 0 0	.. ..	.. ..	,,	C. Bertrand.
Pacific Mail Co.	9th and 24th, from Panama; 4th, fr. S. Fran.	.. ..	.. ..	.. ..	19th	Pacific Mail S. S. Co.
Peninsular & O. S. N. Co.	Alt. Sun., 8 P.M.	120 0 0	300 0 0	60 0 0	Alt. Tues., 9 A.M.	W. Macauley.
,,	.. ..	115 0 0	290 0 0	58 0 0	.. ..	,,
Pacific Mail Co.	9th and 24th, from Panama; 4th, fr. S. Fran.	117 10 0	.. ..	.. ..	19th	Pacific Mail S. S. Co.
.. ..	.. ..	109 5 0	.. ..	.. ..	,,	,,
.. ..	.. ..	15 15 0	.. ..	.. ..	,,	,,
.. ..	.. ..	§9	.. ..	.. ..	4 or 5th, 4 P.M.	P. I. La Mar.
Pacific S. N. Co.	.. ..	§14	.. ..	.. ..	2 or 3rd, 10 A.M.	J. G. Noriega.
,,	.. ..	.. ..	.. ..	.. ..	11 & 25, 6 P.M.	L. R. Pimpinela.
,,	.. ..	§97	.. ..	.. ..	12 & 27, 11 A.M.	John H. Craig.

the Compagnie G. Tr., St. Nazaire (*which see*), Royal Mail S. P. Co., Southampton (*which see*), and the West India & P. S. S. Co., Liverpool (*which see*).

§ *See* note †, p. 428.

ABSTRACT OF PORTS OF DEPARTURE AND CALL,

PORTS OF DESTINATION AND CALL.	OCEAN STEAM LINES.	PORTS OF DEPARTURE.	DATES OF SAILING.	INTERMEDIATE PORTS.
ILO†	PACIFIC S. N. Co.	Liverpool ..	13th	Valparaiso
,,	,, ,,	Callao ..	26th, at 6 P.M.	.. ..
IQUIQUE	COMPAGNIE GEN. TRANSATLAN...	St. Nazaire .	8th	Aspinwall—Panama.
,,	PACIFIC MAIL S. S. Co.	New York..	1st and 16th	,,
,,	PACIFIC S. N. Co.	Liverpool ..	13th	Valparaiso
,,	,, ,,	Callao ..	26th, at 6 P.M.	.. ..
,,	ROYAL MAIL S. P. Co.	Southampton	2nd and 17th	Aspinwall—Panama.
,,	W. I. & P. S. S. Co.	Liverpool ..	5th and 20th	,,
ISLAY	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	8th	,,
,,	PACIFIC MAIL S. S. Co.	New York..	1st, 11th, & 21st	,,
,,	PACIFIC S. N. Co.	Liverpool ..	13th	Valparaiso
,,	,, ,,	Callao ..	26th, at 6 P.M.	.. ..
,,	ROYAL MAIL S. P. Co.	Southampton	2nd and 17th	Aspinwall—Panama.
,,	W. I. & P. S. S. Co.	Liverpool ..	10th and 20th	,,
JACMEL	ROYAL MAIL S. P. Co.	Southampton	2nd and 17th	.. ..
JELLAH COFFEH	AFRICAN S. S. Co.	Liverpool ..	4th	.. ..
KING GEORGE'S SOUND.	PENINSULAR & O. S. N. Co. ..	Southampton	4th Saturday, 2 P.M.	Alexandria —Suez.
,,	,, ,,	Marseilles..	4th Sun., 7A.M.	,,
KINGSTON	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	16th	St. Thomas
,,	ROYAL MAIL S. P. Co.	Southampton	2nd and 17th	.. ..
,,	W. I. & P. S. S. Co.	Liverpool ..	10th and 20th	.. ..
LA GUAYRA ..	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	8th	F. de France
,,	ROYAL MAIL S. P. Co.	Southampton	2nd and 17th	St. Thomas
,,	W. I. & P. S. S. Co.	Liverpool ..	5th	.. ..
LA LIBERTAD ..	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	8th	Aspinwall—Panama.
,,	PACIFIC MAIL S. S. Co.	New York..	1st and 16th	,,
,,	ROYAL MAIL S. P. Co.	Southampton	2nd and 17th	,,
,,	W. I. & P. S. S. Co.	Liverpool ..	5th and 20th	,,
LA UNION	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	16th	,,
,,	PACIFIC MAIL S. S. Co.	New York..	1st and 16th	,,
,,	ROYAL MAIL S P. Co.	Southampton	2nd and 17th	,,
,,	W. I. & P. S. S. Co.	Liverpool ..	10th and 20th	.. ..

* *See* note *, p. 420.

DATES OF SAILING, AND THROUGH FARES—*continued.*

CONNECTING STEAM LINE.	DATES OF SAILING FROM INTERMEDIATE PORTS.	THROUGH FARES. 1ST CLASS, ONE PERSON.	DOUBLE RESERVE CABIN.	CHILDREN 3 TO 10.*	DATES OF DEPARTURE HOMEWARD.	AGENTS AT PORTS OF DESTINATION.
		£. s. d.	£. s. d.	£. s. d.		
Pacific S. N. Co.	3, 10, 17, & 25th	80 0 0	—	—	—	—
.. ..	.. ..	$66	.. ..	.. ..	31st or 1st	M. M. Lisboa.
Pacific S. N. Co.	1st, from Panama.	£87 2 6	.. ..	.. ..	15th, at 2 P.M.	Peter King.
,,	1st, 10th, & 25th, from Panama.	$305	.. ..	.. ..	7th, 15th, and 21st.	,,
,,	3, 10, 17, & 25th	£80 0 0	—	—	—	—
.. ..	.. ..	$71	.. ..	.. ..	30th, at 2 P.M.	Peter King.
Pacific S. N. Co.	10 & 25, 6 A.M., from Panama,	£78 16 6	.. ..	.. ..	7th and 21st, at 10 P.M.	,,
,,	.. ..	69 7 6	.. ..	.. ..	.. ..	,,
,,	1st, fr. Panama	84 6 3	.. ..	.. ..	17th, 6 P.M.	P. Gibson & Co.
,,	1st, 10th, & 25th	$290	.. ..	.. ..	7, 15, and 25th	,,
,,	3, 10, 17, & 25th	£80 0 0	—	—	—	—
.. ..	.. ..	$57	.. ..	.. ..	1 or 2nd, 6 P.M.	P. Gibson & Co.
Pacific S. N. Co.	10th and 25th, from Panama.	£76 0 0	.. ..	.. ..	9 & 23, 10 A.M.	,,
,,	.. ..	66 11 3	.. ..	.. ..	.. ..	,,
.. ..	.. ..	30 0 0	.. ..	.. ..	11th and 26th	R. C. Janssen.
.. ..	.. ..	36 0 0	.. ..	.. ..	12th or 13th.	—
Peninsular & O. S. N. Co.	4th Sunday, 8 P.M.	110 0 0	280 0 0	55 0 0	4th Monday, 2 A.M.	W. C. Clifton.
,,	,,	105 0 0	270 0 0	53 0 0	,,	,,
Compagnie G. T.	30, fr. St. Thos.	1050 fr.	.. ..	.. ..	16th	W. Malabree & Co.
.. ..	.. ..	£30 0 0	.. ..	.. ..	10th and 24th	Capt. Cooper, R.N.
.. ..	.. ..	20 0 0	.. ..	.. ..	4, 14, & 18th	McDowell and Barclay.
Compagnie G. T.	28, F. de France	1100 fr.	.. ..	.. ..	4th	Hewy & Co.
Jesurun & Sons	18th and 3rd	£37 0 0	—	—	—	—
.. ..	.. ..	21 0 0	.. ..	.. ..	.. ..	Ruete, Lesceur, & Co.
Panama Railway S. S. Co.	10th, from Panama.	1493 f. 75 c.	.. ..	.. ..	22nd	Panama R. S. S. Co.
,,	,,	.. ..	.. ..	.. ..	,,	,,
,,	10th and 25th	£54 0 0	.. ..	.. ..	7th and 22nd	J. O. Sinclair & Co.
,,	10th, from Panama.	42 0 0	.. ..	.. ..	,,	—
,,	,,	1467 f. 50 c.	.. ..	.. ..	25th	,,
,,	,,	.. ..	.. ..	.. ..	,,	,,
,,	10th and 25th	£52 19 0	.. ..	.. ..	10th and 25th	Messrs. Morris & Co.
.. ..	.. ..	40 19 0	.. ..	.. ..	.. ..	B. Courtade.

† *See* note ‡, p. 428.

ABSTRACT OF PORTS OF DEPARTURE AND CALL.

PORTS OF DESTINATION AND CALL.	OCEAN STEAM LINES.	PORTS OF DEPARTURE.	DATES OF SAILING.	INTERMEDIATE PORTS.
LAGOS	AFRICAN S. S. Co.	Liverpool ..	4th, 14th, & 24th, noon.	.. ..
LAMBAYEQUE ..	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	8th	Asp. & Pan.
,,	PACIFIC MAIL S. S. Co.	New York .	1st and 16th	,,
,,	PACIFIC S. N. Co.	Callao . ..	3rd, 10th, 17th, and 25th, 6 P.M.	.. ..
,,	ROYAL MAIL S. P. Co.	Southampton	2nd and 17th	Aspinwall—Panama.
,,	W. I. & P. S. S. Co.	Liverpool ..	5th and 20th	,,
LEBU	PACIFIC S. N. Co.	Valparaiso..	1st and 16th, at 10 A.M.	.. ..
LISBON	ROYAL MAIL S. P. Co.	Southampton	9th, at 2 P.M.	.. ..
,,	PACIFIC S. N. Co.	Liverpool ..	13th, noon	Bordeaux
,,	MESSAGERIES IMPERIALES	Bordeaux ..	25th, at 11 A.M.	.. ..
LOTA	PACIFIC S. N. Co.	Valparaiso .	1 & 16th, 10 A.M.	.. ..
MADEIRA	AFRICAN S. S. Co.	Liverpool ..	4th, 14th, & 24th	.. ..
,,†	CAPE G. HOPE S. S. Co.	London ..	Alternate 1st	Falmouth
,,	ROYAL MAIL S. P. Co.	Southampton	9th	Lisbon
,,	UNION S. S. Co.	,,	9th and 24th	Plymouth
MADRAS‡	MESSAGERIES IMPERIALES	Marseilles .	4th Saturday.	Alexandria—Suez.
,,	PENINSULAR & O. S. N. Co.	Southampton	Alternate Saturdays, 2 P.M.	,,
,,	,, ,,	Marseilles .	Alternate Sundays, 7 A.M.	,,
MAHÉ (SEYCHELLES).	MESSAGERIES IMPERIALES	,,	4th Saturday	Alexandria. Suez, Aden.
MALABRIGO ..	PACIFIC S. N. Co.	Callao ..	10th, at 6 P.M.	.. ..
MALTA	PENINSULAR & O. S. N. Co.	Southampton	Saturdays, 2 P.M.	.. ..
MANTA	PACIFIC S. N. Co.	Callao ..	10th, at 6 P.M.	.. ..
MANZANILLO ..	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	8th	Asp.—Pan.
,,	PACIFIC MAIL S. S. Co.	New York..	1st and 16th	,,
,,	ROYAL MAIL S. P. Co.	Southampton	17th	,,
,,	W. I. & P. S. S. Co.	Liverpool ..	20th	,,

* *See* note *, p. 420.

† Return tickets (1 year), 30*l*.

DATES OF SAILING, AND THROUGH FARES—*continued.*

CONNECTING STEAM LINE.	DATES OF SAILING FROM INTERMEDIATE PORTS.	THROUGH FARES. 1ST CLASS, ONE PERSON.	DOUBLE RESERVE CABIN.	CHILDREN 3 TO 10.*	DATES OF DEPARTURE HOMEWARD.	AGENTS AT PORTS OF DESTINATION.
		£. s. d.	£. s. d.	£. s. d.		
.. ..	.. ..	36 0 0	.. ..	.. ..	11 or 12, 21 or 22, and 1.	H. Dunkly.
Pacific S. N. Co.	1st, fr. Panama	69 6 3	.. ..	.. ..	24th, at 2 P.M.	W. B. Fry.
,,	1st, 11th, & 25th, from Panama.	$204	.. ..	.. ..	1st, 14th, and 24th.	,,
.. ..	.. ..	$36	.. ..	.. ..	1st, 8th, 17th, and 22nd.	,,
Pacific S. N. Co.	11th and 25th, from Panama.	£62 17 6	.. ..	.. ..	14th and 24th	,,
,,	1st, 11th, & 25th	51 11 3	.. ..	.. ..	.. ..	,,
.. ..	.. ..	$6	.. ..	.. ..	10th and 25th, at 6.30 A.M.	—
.. ..	.. ..	£8 0 0	.. ..	.. ..	about 13th	R. Knowles & Co.
Pacific S. N. Co.	17th, at 9 A.M., fr. Bordeaux.	.. ..	.. ..	.. ..	19 & 20, 6 P.M.	—
.. ..	.. ..	350 fr.	.. ..	.. ..	16th, at noon	Torlades & Co.
.. ..	.. ..	$23	.. ..	.. ..	10 & 25, 3 P.M.	M. J. Wilson.
.. ..	.. ..	£12 0 0	.. ..	.. ..	8 hours after arrival.	Blandy, Bros.
Cape G. H. S. S. Co.	Alt. 4th, from Falmouth.	16 16 0	.. ..	.. ..	Alt. 30th	,,
Portuguese steamer.	15th, from Lisbon.	.. ..	.. ..	.. ..	.. ..	R. Knowles & Co.
Union S. S. Co.	10th and 25th, from Plymouth.	19 19 0	.. ..	.. ..	.. ..	Blandy, Bros.
Mess. Imp.	4th Sunday, from Suez.	110 0 0	.. ..	.. ..	4th Friday	E. Lecot.
Peninsular & O. S. N. Co.	Alternate Sundays, 8 P.M., from Suez.	90 0 0	230 0 0	45 0 0	Alternate Sundays, 4 P.M.	A. McIver.
,,	,,	85 0 0	220 0 0	43 0 0	,,	,,
Mess. Imp.	4th Sun., Suez.; 4th Sat., Aden.	75 0 0	.. ..	.. ..	Once a-month	E. Dominjod.
.. ..	.. ..	$16	.. ..	.. ..	1 or 2, 11 P.M.	Venturo, Bros.
.. ..	.. ..	£20 0 0	.. ..	.. ..	Thursdays	T. H. Tronson.
.. ..	.. ..	.. ..	.. ..	.. ..	18th, at 7 P.M.	J. M. Butler.
Pac. M. S. S. Co.	9th, fr. Panama	59 0 0	.. ..	.. ..	16th	Pacific M. S. S. Co.
,,	,,	$195	.. ..	.. ..	,,	,,
,,	.. ..	£54 5 0	.. ..	.. ..	,,	,,
,,	9th, fr. Panama	52 0 0	.. ..	.. ..	,,	,,

‡ *See* note ‡, p. 424.

ABSTRACT OF PORTS OF DEPARTURE AND CALL,

PORTS OF DESTINATION AND CALL.	OCEAN STEAM LINES.	PORTS OF DEPARTURE.	DATES OF SAILING.	INTERMEDIATE PORTS.
MARTINIQUE (ST. PIERRE).	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	16th	St. Thomas
,,	ROYAL MAIL S. P. CO.	Southampton	2nd and 17th	.. ..
MAURITIUS (PORT LOUIS).	MESSAGERIES IMPERIALES	Marseilles ..	4th Saturday	Alexandria, Suez, Aden.
MELBOURNE† ..	PENINSULAR AND O. S. N. CO. ..	Southampton	Every 4th Saturday, 2 P.M.	Alexandria —Suez.
,,	,, ,,	Marseilles ..	Every 4th Sunday, 7 A.M.	,,
,,‡	GREAT BRITAIN S. S. CO.	Liverpool ..	.. ..	.. ..
MEJILLONES§ ..	PACIFIC S. N. CO.	Callao.. ..	11th and 26th	.. ..
MONROVIA ..	AFRICAN S. S. CO.	Liverpool ..	24th, at noon	.. ..
MONTEVIDEO ..	LIVERPOOL, B., & R. P. S. N. CO.	,,	About 10th and 20th & 30th.	Rio de Janeiro.
,,	MESSAGERIES IMPERIALES	Bordeaux ..	25th, at 11 A.M.	,,
,,	ROYAL MAIL S. P. CO.	Southampton	9th, at 2 P.M.	,,
,,	LONDON, B. B., AND R. P. S. S. CO. .	London ..	27th	Antwerp—Falmouth.
,,	PACIFIC S. N. CO.	Liverpool ..	13th, at noon	Bordeaux —Lisbon.
MONTREAL ..	MONTREAL OCEAN S. S. CO.	,,	Thursdays	Londnderry
MOSSEL BAY‖ ..	UNION S. S. CO.	Southampton	8th and 23rd	Plymouth
NANGASAKI ..	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	8th	Asp., Pan., and S. Fran.
..§	PACIFIC MAIL	New York .	9th, 19th, & 29th	,,
,,	PENINSULAR AND ORIENTAL ..	Southampton	4th Saturday, 2 P.M.	Alexandria —Suez.
,,	,, ,,	Marseilles .	4th Sun., 7 A.M.	,,
,,	ROYAL MAIL	Southampton	2nd and 17th	Asp., Pan., and S. Fran.
,,	W. I. & P. S. S. CO.	Liverpool ..	5th and 20th	,,
NATAL¶	CAPE OF GOOD HOPE S. S. CO. ..	London ..	Alternate 1st	Falmouth
,,	UNION S. S. CO.	Southampton	8th and 23rd	Plymouth
NEW ORLEANS.	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	16th	Havannah
,,	HAMBURGH AMERICAN S. S. CO.	Hamburgh .	1st	Havre
,,	NORTH GERMAN LLOYD'S	Bremen ..	Alt. Wednes.	,,

* *See* note *, p. 420.

† A steamer leaves Melbourne for New Zealand ports (Auckland, Wellington, Bluff, &c.), with mails and passengers, six hours after arrival of P. & O. S. N. Co.'s mail steamer from Europe, and returns in time for homeward-bound mail steamer. *See* also note ‡, p. 424.

‡ Direct ocean route. Distance, 28,000 m. Time, averaging 60 days.

DATES OF SAILING, AND THROUGH FARES—*continued.*

CONNECTING STEAM LINE.	DATES OF SAILING FROM INTERMEDIATE PORTS.	THROUGH FARES. 1ST CLASS, ONE PERSON.	THROUGH FARES. DOUBLE RESERVE CABIN.	THROUGH FARES. CHILDREN 3 TO 10.*	DATES OF DEPARTURE HOMEWARD.	AGENTS AT PORTS OF DESTINATION.
		£. s. d.	£. s. d.	£. s. d.		
Compagnie G. T.	30th, from St. Thomas.	965 fr.	.. ..	.. ..	19th	N. Montes.
.. ..	.. ..	£30 0 0	.. ..	.. ..	11th & 26th	W. Lawless, Esq.
Mess. Imp.	4th Sun., fr. Suez; 4th Sat., fr. Aden.	80 0 0	.. ..	.. ..	4th Saturday	F. Domerque.
P. & O. S. N. Co.	4th Sun., 6 P.M., fr. Suez.	120 0 0	300 0 0	60 0 0	4th Tues., 2 P.M.	F. R. Kendall.
,,	,,	115 0 0	220 0 0	58 0 0	.. ..	,,
.. ..	.. ..	65 5 0	—	—	—	—
.. ..	.. ..	§71	.. ..	.. ..	15th and 30th	E. Ibrahim.
.. ..	.. ..	£30 0 0	.. ..	.. ..	7 or 8, 10 A.M.	—
.. ..	.. ..	35 0 0	52 10 0	.. ..	10th	C. R. Horne.
Mess. Imp.	22nd, fr. Rio	1750 fr.	.. ..	.. ..	15th, at 8 A.M.	Jean Charry.
.. ..	.. ..	£35 0 0	.. ..	.. ..	About 16th	J. W. Charles.
L. B. B. & R. P. S. S. Co.	1st, fr. Antwerp; 3, fr. Falmouth.	35 0 0	.. ..	.. ..	About 19th	C. Howden & Co.
P. S. S. Co.	.. ..	35 0 0	—	—	—	—
M. O. S. S. Co.	Fridays	18 18 0	.. ..	.. ..	.. ..	H. & A. Allan.
Union S. S. Co.	10th and 25th	47 5 0	.. ..	.. ..	.. ..	Barry, Nephews.
Pacific Mail S. S. Co.	9 & 24, fr. Pan.; 4th, fr. S. Fran.	128 5 0	.. ..	.. ..	19th	Pac. Mail S. S. Co.
,,	,,	§520	.. ..	.. ..	,,	,,
P. & O. S. N. Co.	4th Sun., 6 P.M., fr. Suez.	.. ..	.. ..	.. ..	4th Wed., fr. Yokohama.	Glover & Co.
,,	,,	.. ..	.. ..	.. ..	,,	,,
Pacific Mail S. S. Co.	9 & 24, fr. Pan.; 4th, fr. S. Fran.	£117 10 0	.. ..	.. ..	19th	Pacific Mail S. S. Co.
..	,,	109 5 0	.. ..	.. ..	,,	,,
C. of G. H. S.S.Co.	4th, fr. Falmouth	42 0 0	.. ..	.. ..	Alt. 20th	H. & W. Savory.
Union S. S. Co.	10th and 25th, from Plymouth.	52 10 0	.. ..	.. ..	.. ..	John Brown.
Compagnie G. T.	6, fr. Havannah	1200 fr.	.. ..	.. ..	13th	Victor Perilliat.
.. ..	4th	£30 0 0	.. ..	.. ..	.. ..	Henderson Bros.
.. ..	Alt. Saturday	23 0 0	.. ..	.. ..	Alt. Wed.	—

§ *See* note ‡, p. 428.

‖ The Union S. S. Co.'s steamers sail on the 9th and 24th during the summer months.

¶ These steamers proceed direct without trans-shipment on the Cape Coast. Return tickets (1 year), 80*l.*

ABSTRACT OF PORTS OF DEPARTURE AND CALL,

PORTS OF DESTINATION AND CALL.	OCEAN STEAM LINES.	PORTS OF DEPARTURE.	DATES OF SAILING.	INTERMEDIATE PORTS.
NEW YORK ..	ANCHOR S. S. Co.	Glasgow ..	Fridays	Londnderry
,,	BRITISH NORTH AMERICAN R. M. (CUNARD LINE).	Liverpool ..	Tuesdays and Saturdays.	Queenstown
,,	COMPAGNIE GEN. TRANSATLAN. ..	Havre ..	Alt. Sundays	Brest
,,	GUION LINE S. S. Co.	Liverpool ..	Wednesdays	Queenstown
,,†	HAMBURGH AMERICAN S. S. Co.	Hamburgh	Wednesdays	Havre.
,,	LIVERPOOL, NEW YORK, PHIL. S. S. Co. (INMAN LINE).	Liverpool ..	Thursdays and Saturdays.	Queenstown
,,	NATIONAL S. S. Co.	,,	Wednesdays	,,
,,	NORTH GERMAN LLOYD'S	Bremen ..	Saturdays	Sthmptn.—Queenstown
OLD CALABAR..	AFRICAN S. S. Co.	Liverpool ..	4, 14, & 24, noon	.. ..
PACASMAYO ..	PACIFIC S. N. Co.	Callao ..	10th, at 6 P.M.	.. ..
PANAMA‡	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	8th	Aspinwall—Panama
,,	PACIFIC MAIL S. S. Co.	New York .	1st and 16th	,,
,,	PACIFIC S. N. Co.	Callao ..	10th, at 6 P.M.	.. ..
,,	ROYAL MAIL S. P. Co.	Southampton	2nd and 17th	Aspinwall—Panama.
,,	W. I. & P. S. S. Co.	Liverpool ..	5th & 20th	,,
PAYTA..	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	8th	,,
,,	PACIFIC MAIL S. S. Co.	New York .	1st and 16th	,,
,,	PACIFIC S. N. Co.	Callao ..	10th, at 6 P.M.	.. ..
,,	ROYAL MAIL S. P. Co.	Southampton	2nd and 17th	Aspinwall—Panama.
,,	W. I. & P. S. S. Co.	Liverpool ..	5th and 20th	,,
PENANG◊	PENINSULAR AND ORIENTAL.. ..	Southampton	Alternate Saturdays, 2 P.M.	Alexandria—Suez.
,,	,, ,,	Marseilles .	Alt. Sun., 7 A.M.	.. ..
PERNAMBUCO ..	MESSAGERIES IMPERIALES	Bordeaux ..	25th, at 11 A.M.	Lisbon
,,	ROYAL MAIL S. P. Co.	Southampton	9th, at 2 P.M.	,,
PIMENTEL	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	8th	Aspinwall—Panama.
,,	PACIFIC MAIL S. S. Co.	New York .	1st and 16th	,,

* *See* note *, p. 420.

† Passengers can be booked through from Southampton.

DATES OF SAILING, AND THROUGH FARES—*continued.*

CONNECTING STEAM LINE.	DATES OF SAILING FROM INTERMEDIATE PORTS.	THROUGH FARES. 1ST CLASS, ONE PERSON.	DOUBLE RESERVE CABIN.	CHILDREN 3 TO 10.*	DATES OF DEPARTURE HOMEWARD.	AGENTS AT PORTS OF DESTINATION.
		£. s. d.	£. s. d.	£. s. d.		
Anchor S. S. Co.	Saturdays	14 14 0	.. ..	.. ..	.. ..	Henderson, Bros.
R. N. A. R. M.	Wednesdays and Sundays.	26 0 0	.. ..	.. ..	.. ..	C. G. Francklyn.
Compagnie G. T. Guion Line	Alt. Tues.† Thursdays	33 0 0 18 18 0	—	—	—	— William Guion & Co., 17, Wall St.
Hamburgh American Co.	Saturdays,† fr. Havre.	24 0 0	.. ..	.. ..	Tuesdays.	Kunhardt & Co., 61, Broad Street.
Inman Line	Fridays and Sundays.	22 1 0	.. ..	.. ..	.. ..	J. G. Dale.
National S. S. Co.	Thursdays	15 15 0	.. ..	.. ..	Saturdays	T. W. J. Hurst.
North G. L.	Tuesdays, fr. Sthmptn.; Wed., fr. Qstown.	23 0 0	.. ..	.. ..	Thursdays	Oelrichs & Co.
.. ..	.. ..	40 0 0	.. ..	.. ..	6, 14, & 24th.	—
.. ..	.. ..	$30 11c.	.. ..	.. ..	2nd, at noon	Fuente Hermanos
.. ..	.. ..	1100 fr.	.. ..	.. ..	1st	John Prain.
.. ..	.. ..	$123 50c.	.. ..	.. ..	.. ..	Pacific Mail S. S. Co.
.. ..	.. ..	$112 38c.	.. ..	.. ..	12th, at noon	John Prain.
.. ..	.. ..	£30 0 0	.. ..	.. ..	7th & 23rd	D. R. Martin, Traffic Manager.
.. ..	.. ..	26 5 0	.. ..	.. ..	.. ..	W. I. & P. S. S. Co., Colon.
Pacific S. N. Co.	1st, at 6 P.M., from Panama.	65 11 3	.. ..	.. ..	25th, at 6 P.M.	Ruden & Co.
,,	1st, 11th, & 25th, from Panama.	.. ..	.. ..	.. ..	.. ..	,,
,,	.. ..	$50 14c.	.. ..	.. ..	30th, at noon	,,
,,	11 & 25, from Panama, 6 P.M.	£59 2 6	.. ..	.. ..	16th and 30th, at 6 P.M.	A. Blacker, Esq., H. B. M. V. C.
,,	1st, 11th, & 25th, from Panama.	47 16 3	.. ..	.. ..	.. ..	Ruden & Co.
P. & O. S. N. Co.	Alt. Sundays, 8 P.M., fr. Suez.	95 0 0	250 0 0	48 0 0	Thursdays, at 4 P.M.	Brown & Co.
.. ..	.. ..	90 0 0	240 0 0	45 0 0	,,	,,
Mess. Imp.	29th, at noon, from Lisbon.	1250 fr.	.. ..	.. ..	24th, at 8 A.M.	Tisset, Frères.
Royal Mail S. P. Co.	14th, at 8 A.M., from Lisbon.	£30 0 0	.. ..	.. ..	29th, at 10 P.M.	Adamson, Howie, & Co.
Pacific S. N. Co.	1st, at 6 A.M., from Panama.	‡63 16 3	.. ..	.. ..	24th, at 8 A.M.	W. V. Fry.
,,	1st, 11th, & 25th, from Panama.	.. ..	.. ..	.. ..	1st and 24th	,,

‡ Railway fare to Panama, $25, gold, or $32·50, currency. § *See* note ‡, p. 424.

ABSTRACT OF PORTS OF DEPARTURE AND CALL,

PORTS OF DESTINATION AND CALL.	OCEAN STEAM LINES.	PORTS OF DEPARTURE.	DATES OF SAILING.	INTERMEDIATE PORTS.
PIMENTEL.. ..	PACIFIC S. N. Co.	Callao ..	16th, at 6 P.M.	.. ..
,,	ROYAL MAIL S. P. Co.	Southampton	2nd and 17th	Aspinwall—Panama.
,,	W. I. & P. S. S. Co.	Liverpool ..	5th and 20th	,,
PISAGUA	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	8th	,,
,,	PACIFIC MAIL S. S. Co.	New York .	1st and 16th	,,
,,	PACIFIC S. N. Co.	Liverpool ..	13th	Valparaiso
,,	,, ,,	Callao ..	26th, at 6 P.M.	.. ..
,,	ROYAL MAIL S. P. Co.	Southampton	2nd and 17th	Aspinwall—Panama.
,,	W. I. & P. S. S. Co.	Liverpool ..	5th and 20th, at noon.	,,
PISCO	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	8th	,,
,,	PACIFIC S. N. Co.	Liverpool ..	13th *	Valparaiso
,,	,, ,,	Callao ..	26th, 6 P.M., & Mon. & Thurs. at 6 P.M.	.. ..
,,	ROYAL MAIL S. P. Co.	Southampton	2nd and 17th	Aspinwall—Panama.
,,	W. I. & P. S. S. Co.	Liverpool ..	5th and 20th	,,
PONDICHERRY .	MESSAGERIES IMPERIALES	Marseilles..	Saturday	Alexandria—Suez.
PORT-AU-PRINCE (HAYTI)	W. I. & P. S. S. Co.	Liverpool ..	16th	,,
PORT ELIZABETH	†CAPE OF GOOD HOPE S. S. Co. .	London ..	Alt. 1st	Falmouth
PORTO CABELLO	.COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	8th	Fort de France.
,,‡	ROYAL MAIL	Southampton	2nd and 17th	St. Thomas.
,,	W. I. & P. S. S. Co.	Liverpool ..	5th	.. ..
PORT MONTT ..	PACIFIC S. N. Co.	,,	13th	Valparaiso
,,	,, ,,	Valparaiso .	1st and 16th, at 10 A.M.	.. ..
PORTO RICO ..	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	16th	St. Thomas
,,	ROYAL MAIL S. P. Co.	Southampton	2nd	.. ..

* *See* note *, p. 420.
† Return tickets (1 year), 70*l*.

DATES OF SAILING, AND THROUGH FARES—*continued.*

CONNECTING STEAM LINE.	DATES OF SAILING FROM INTERMEDIATE PORTS.	THROUGH FARES. 1ST CLASS, ONE PERSON.	THROUGH FARES. DOUBLE RESERVE CABIN.	THROUGH FARES. CHILDREN 3 TO 10.*	DATES OF DEPARTURE HOMEWARD.	AGENTS AT PORTS OF DESTINATION.
		£. s. d.	£. s. d.	£. s. d.		
.. ..	.. ..	§36 12c.	.. ..	.. ..	1st, at 7 P.M.	W. V. Fry.
Pacific S. N. Co.	11th and 25th, from Panama.	£63 16 3	.. ..	.. ..	1st and 24th	,,
,,	1st, 11th, & 25th, from Panama.	.. ..	.. ..	.. ..	,,	,,
,,	1st, at 6 A.M., from Panama.	87 2 6	.. ..	.. ..	15th, at 8 P.M.	R. H. Ginder.
,,	1st, 11th, & 25th, from Panama.	§305	.. ..	.. ..	15th and 30th, at 8 P.M.	,,
,,	3, 10, 17, & 25th	£80 0 0	.. ..	.. ..	,,	,,
.. ..	.. ..	§56	.. ..	.. ..	30th, at 8 P.M.	,,
[Pacific S. N. Co.	11th and 25th, from Panama.	£78 16 3	.. ..	.. ..	15th and 30th, at 8 P.M.	,,
,,	1st, 11th, & 25th, from Panama.	69 7 6	.. ..	.. ..	,,	,,
,,	1st, at 6 A.M., from Panama.	75 17 6	.. ..	.. ..	19th, at 8 A.M.	Martin Miranda.
,,	3, 10, 17, & 25th	80 0 0	.. ..	.. ..	.. ..	,,
.. ..	.. ..	§12	.. ..	.. ..	4th & 19th & Wed. and Sat. at 8 A.M.	,,
Pacific S. N. Co.	11 & 25, 6 A.M., from Panama.	£75 17 6	.. ..	.. ..	,,	,,
,,	1st, 11th, & 25th, from Panama.	58 2 6	.. ..	.. ..	,,	,,
Mess. Imp.	Sundays, from Suez.	110 0 0	.. ..	.. ..	Saturdays	De Lantree.
.. ..	.. ..	20 0 0	.. ..	.. ..	6th, 16th, 26th	Rowe, Brown, & Co.
Cape of Good Hope S. S. Co.	Alt. 4th, from Falmouth.	37 0 0	.. ..	.. ..	Alt. 1st	Dunell, Ebden, & Co.
Compagnie G. T.	25th, from Fort de France.	1100 fr.	.. ..	.. ..	3rd	Chartier & Co.
Jesurun & Sons' steamer.	3rd and 18th	£38 0 0	—	—	—	—
.. ..	.. ..	21 0 0	.. ..	.. ..	.. ..	Ruete, Romer, & Co.
Pacific S.N. Co.	3, 10, 17, & 25th	75 0 0	.. ..	.. ..	.. ..	Dartnell & Co.
.. ..	.. ..	§45	.. ..	.. ..	8th and 23rd, at 5.30 A.M.	,,
Compagnie G. T.	30, fr. St. Thos.	1000 fr.	.. ..	.. ..	21st.	—
.. ..	.. ..	£30 0 0	.. ..	.. ..	13th	H. A. Cowper, Esq., H. B. M. V. C.

‡ Steamers of Messrs. Jesurun & Sons are announced to leave St. Thomas for Porto Cabello on arrival of the Royal Mail steamer with outward mails.

ABSTRACT OF PORTS OF DEPARTURE AND CALL,

PORTS OF DESTINATION AND CALL.	OCEAN STEAM LINES.	PORTS OF DEPARTURE.	DATES OF SAILING.	INTERMEDIATE PORTS.
PUNTA ARENAS	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	8th	Aspinwall—Panama.
,,	PACIFIC MAIL S. S. Co...	New York .	1st and 16th	,,
,,	ROYAL MAIL S. P. Co.	Southampton	2nd and 17th	,,
,,	W. I. & P. S. S. Co.	Liverpool ..	5th and 20th	,,
QUEBEC	MONTREAL O. S. S. Co. (ALLAN'S LINE).	,,	Thursdays	Londonderry.
REALEJO	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	8th	Aspinwall—Panama.
,,	PACIFIC MAIL S. S. Co...	New York .	1st and 16th	,,
,,	ROYAL MAIL S. P. Co.	Southampton	2nd and 17th	,,
,,	W. I. & P. S. S. Co.	Liverpool ..	5th and 20th	,,
RIO DE JANEIRO†	LIVERPOOL, BRAZIL, AND R. P. S. N. Co.	,,	Four times a-month	.. ..
,,	LONDON, BELGIUM, BRAZIL, AND R. P. S. S. Co.	London ..	28th	Antwerp & Falmouth.
,,	MESSAGERIES IMPERIALES	Bordeaux ..	25th, at 11 A.M.	Lisbon
,,	PACIFIC S. N. Co.	Liverpool ..	13th	Bordeaux—Lisbon.
,,	ROYAL MAIL S. P. Co.	Southampton	9th, at 2 P.M.	Lisbon
SAIGON	MESSAGERIES IMPERIALES	Marseilles ..	4h Saturday	Alex.—Suez.
SAMANCO	PACIFIC S. N. Co.	Callao ..	10th, 6 P.M.	.. ..
SAN ANTONIO ..	,, ,,	Valparaiso .	1 & 16, 10 A.M.	.. ..
SAN FRANCISCO	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	8th	Aspinwall—Panama.
,,‡	PACIFIC MAIL S. S. Co.	New York .	1st and 16th	,,
,,	ROYAL MAIL S. P. Co.	Southampton	2nd and 17th	,,
,,	W. I. & P. S. S. Co.	Liverpool ..	5th and 20th	,,
SAN JOSÉ (DE GUATEMALA).	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	8th	,,
,,	PACIFIC MAIL S. S. Co.	New York .	1st and 16th	,,
,,	ROYAL MAIL S. P. Co.	Southampton	2nd and 17th	,,
,,	W. I. & P. S. S. Co.	Liverpool ..	5th and 20th	,,

* *See* note *, p. 420.
† Occasionally calling at Lisbon.
‡ The following steam lines book passengers through in connection with the Pacific Mail S. S. Co.

DATES OF SAILING, AND THROUGH FARES—*continued.*

CONNECTING STEAM LINE.	DATES OF SAILING FROM INTERMEDIATE PORTS.	THROUGH FARES. 1ST CLASS, ONE PERSON.	DOUBLE RESERVE CABIN.	CHILDREN 3 TO 10.*	DATES OF DEPARTURE HOMEWARD.	AGENTS AT PORTS OF DESTINATION.
		£. s. d.	£. s. d.	£. s. d.		
Panama Railway S. S. Co.	10th, from Panama.	1310 fr.	.. ..	.. ..	28th	Panama Railway S. S. Co.
,,	,,	.. ..	.. ..	.. ..	,,	,,
,,	10th and 25th	£46 13 0	.. ..	.. ..	13th and 28th	Messrs. Allan, Wallis, & Co.
,,	,,	34 13 0	.. ..	.. ..	,,	Panama Railway S. S. Co.
Montreal O. S. S. Co.	Fridays, from Londonderry.	18 18 0	.. ..	.. ..	Saturdays	Allan, Rae, & Co.
Panama Railway S. S. Co.	10th, from Panama.	1441 fr.	.. ..	.. ..	26th	Panama Railway S. S. Co.
,,	,,	.. ..	.. ..	.. ..	,,	,,
,,	10th and 25th	£51 18 0	.. ..	.. ..	14th and 26th	Messrs. Maduro & Co.
,,	,,	39 18 0	.. ..	.. ..	,,	Panama Railway S. S. Co.
.. ..	1st, from Antwerp.	30 0 0	45 0 0	.. ..	.. ..	Stephen Busk & Co.
L. B. B. & R. P. S. S. Co.	3rd, from Falmouth.	30 0 0	.. ..	.. ..	27th	A. Howden & Co.
Mess. Imp.	29th, at noon, from Lisbon.	1125 fr.	.. ..	.. ..	24th, at 8 A.M.	Amedée Pitoin, Agent Principal.
Pacific S. N. Co.	16th, from Bordeaux.	£30 0 0	.. ..	.. ..	1st or 2nd	Hett, Wilson, & Co.
Royal Mail S. P. Co.	14th, at 8 A.M., from Lisbon.	30 0 0	.. ..	.. ..	24th, at 8 A.M.	T. Hollocombe.
Mess. Imp.	4th Sun., fr. Suez.	57 0 0	.. ..	.. ..	4th Saturday	B. De Corrigny.
.. ..	.. ..	$20	.. ..	.. ..	4th and 20th	T. Morano.
.. ..	.. ..	$4	.. ..	.. ..	12 & 27, 1 P.M.	L. Barros.
Pacific Mail S. S. Co.	9th and 24th, from Panama.	1754f. 85c.	.. ..	.. ..	1st and 16th.	Pacific Mail S. S. Co.
,,	,,	$195	.. ..	.. ..	,,	,,
,,	,,	£54 5 0	.. ..	.. ..	5th and 20th	W. Lane Booker, H. B. M. C.
,,	,,	45 5 0	.. ..	.. ..	,,	Pacific M. S. S. Co.
Panama Railway S. S. Co.	10th, from Panama.	1546f. 25c.	.. ..	.. ..	20th	Panama Railway S. S. Co.
,,	,,	.. ..	.. ..	.. ..	,,	,,
,,	1 h and 25th	£56 2 0	.. ..	.. ..	5th and 20th	J. R. Casorla.
,,	,,	44 2 0	.. ..	.. ..	,,	Panama Railway S. S. Co.

Anchor Line (*see* Glasgow), Guion & Co. (*see* Liverpool), Hamburgh American S. S. Co. (*see* Hamburgh), Liverpool, Philadelphia, and New York S. S. Co., Inman Line (*see* Liverpool), National S. S. Co. (*see* Liverpool), North German S. S. Co. (*see* Bremen).

ABSTRACT OF PORTS OF DEPARTURE AND CALL,

PORTS OF DESTINATION AND CALL.	OCEAN STEAM LINES.	PORTS OF DEPARTURE.	DATES OF SAILING.	INTERMEDIATE PORTS.
SANTA	PACIFIC S. N. Co.	Callao ..	10th, at 6 P.M.	.. ..
SANTA MARTHA	ROYAL MAIL S. P. Co.	Southampton	2nd	Aspinwall
,,	W. I. & P. S. S. Co.	Liverpool ..	5th and 20th	.. ..
SANTIAGO DE CUBA.	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	16th	St. Thomas
SANTOS†	LIVERPOOL, BRAZIL, AND R. P. S. N. Co.	Liverpool ..	2nd	Lisbon
SHANGHAI.. ..	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	8th	Asp., Pan., and S. Fran.
,,	MESSAGERIES IMPERIALES	Marseilles..	Saturdays	Alexandria —Suez.
,,	PACIFIC MAIL S. S. Co..	New York .	1st and 16th	Asp.—Pan.
,,‡	PENINSULAR & ORIENTAL S. N. Co.	Southampton	Alternate Saturdays, 2 P.M.	Alexandria —Suez.
..	,, ,,	Marseilles ..	Alternate Sundays, 7 A.M.	,,
,,	ROYAL MAIL S. P. Co.	Southampton	2nd and 17th	Aspinwall—Panama.
,,	W. I. & P. S. S. Co.	Liverpool ..	5th and 20th	,,
SHERBORO	AFRICAN S. S. Co.	,,	4th and 14th	.. ..
SIERRA LEONE .	,, ,,	,,	24th	.. ..
SINGAPORE ..	MESSAGERIES IMPERIALES	Marseilles .	Saturdays	Alexandria —Suez.
,,‡	PENINSULAR & ORIENTAL S. N. Co.	Southampton	Alternate Saturdays, 2 P.M.	,,
,,	,, ,,	Marseilles .	Alternate Sundays, 7 A.M.	,,
ST. DENIS	MESSAGERIES IMPERIALES	,,	Once a-month, Saturdays.	Alexandria, Suez, and Aden.
ST. HELENA§ ..	CAPE OF GOOD HOPE S. S. Co. ..	London ..	Alt. 1st	Falmouth
,,	UNION S. S. Co.	Southampton	8th and 23rd	Plymouth
ST. JOHN'S (NEWFOUNDLAND).	LIVERPOOL, NEW YORK, AND P. S. S. Co. (INMAN LINE).	Liverpool ..	Alt. Saturdays	Queenstown
ST. KITTS	ROYAL MAIL S. P. Co..	Southampton	2nd and 17th	.. ..

* *See* note *, p. 420.

† *See* note ‡, p. 444.

DATES OF SAILING, AND THROUGH FARES—*continued.*

CONNECTING STEAM LINE.	DATES OF SAILING FROM INTERMEDIATE PORTS.	THROUGH FARES. 1ST CLASS, ONE PERSON.	THROUGH FARES. DOUBLE RESERVE CABIN.	THROUGH FARES. CHILDREN 3 TO 10.*	DATES OF DEPARTURE HOMEWARD.	AGENTS AT PORTS OF DESTINATION.
.. ..	.. ..	£. s. d. $23	£. s. d.	£. s. d.	2nd or 3rd, at midnight.	S. Guillet.
.. ..	.. ..	£35 0 0	.. ..	.. ..	1st	F. Stacey.
.. ..	.. ..	21 0 0	.. ..	.. ..	10th and 14th	M. J. de Mier.
Compagnie G. T.	30th, from St. Thomas.	1050 fr.	.. ..	.. ..	17th	Ducouran & Co.
Liverpool, B., & R. P. S. N. Co.	.. ..	£30 0 0	.. ..	.. ..	.. ..	W. T. Wright.
Pacific Mail S. S. Co.	8 & 24, fr. Pan.; 4th, fr. S. Fran.	128 5 0	.. ..	.. ..	.. ..	Pacific Mail S. S. Co.
Mess. Imp.	Sundays, from Suez.	160 0 0	.. ..	.. ..	Wednesdays.	—
Pacific Mail	8 & 24th, fr. Pan.	$390	.. ..	.. ..	.. ..	Pacific M. S. S. Co.
Peninsular and Oriental S. N. Co.	Alternate Sundays, 8 P.M., from Suez.	£130 0 0	330 0 0	65 0 0	Alternate Wednesdays, at 11 A.M.	S. J. G. Jellicoe.
,,	,,	125 0 0	320 0 0	63 0 0	,,	,,
Pacific Mail	9th and 24th, from Panama.	117 10 0	.. ..	.. ..	.. ..	Pacific Mail S. S. Co.
,,	,,	109 5 0	.. ..	.. ..	.. ..	,,
.. ..	.. ..	30 0 0	.. ..	.. ..	20th and 30th.	—
.. ..	.. ..	25 0 0	.. ..	.. ..	2, 10, & 22nd	James Pinnock.
Mess. Imp.	Sundays, from Suez.	130 0 0	.. ..	.. ..	Wednesdays	Paul Brasier.
Peninsular and Oriental S. N. Co.	Alternate Sundays, 8 P.M., from Suez.	100 0 0	270 0 0	50 0 0	Alternate Tuesdays, at 4 P.M.	J. B. Caldbeck.
,,	,,	95 0 0	260 0 0	48 0 0	,,	,,
Mess. Imp.	4th Sun. fr. Suez; 4th Friday from Aden.	80 0 0	.. ..	.. ..	Once a-month, Sundays.	Zacharie Berthot.
Cape of G. Hope S. S. Co.	Alt. 4th, from Falmouth.	32 0 0	.. ..	.. ..	Alt. 13th	Messrs. Baker & Co.
Union S. S Co.	10th and 25th, from Plymouth.	42 0 0	—	—	—	—
Inman Line	Alt. Sundays	21 0 0	.. ..	.. ..	.. ..	F. Wyatt.
.. ..	.. ..	30 0 0	.. ..	.. ..	13th and 28th	Berridge & Co.

‡ *See* note ‡, p. 424.

◊ Return tickets (1 year), 61*l.*

ABSTRACT OF PORTS OF DEPARTURE AND CALL,

PORTS OF DESTINATION AND CALL.	OCEAN STEAM LINES.	PORTS OF DEPARTURE.	DATES OF SAILING.	INTERMEDIATE PORTS.
ST. LUCIA	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	8th	Fort de France.
,,	ROYAL MAIL S. P. Co.	Southampton	2nd and 17th	.. ..
ST. THOMAS ..	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire.	16th	.. ..
,,	ROYAL MAIL S. P. Co.	Southampton	2nd and 17th	.. ..
,,	W. I. & P. S. S. Co.	Liverpool ..	26th	.. ..
ST. VINCENT ..	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	8th	Fort de France.
,,	ROYAL MAIL S. P. Co.	Southampton	2nd and 17th	.. ..
ST. VINCENT (CAPE DE VERD).	,, ,,	,,	9th	.. ..
SUEZ†	MESSAGERIES IMPERIALES	Marseilles ..	Saturdays	Alexandria
,,	PENINSULAR & ORIENTAL	Southampton	Saturdays, 2 P.M.	,,
,,	,, ,,	Marseilles ..	Sundays, 7 A.M.	.. ..
SUPE	PACIFIC S. N. Co.	Callao	10th, 6 P.M.	.. ..
SURINAM (PARAMARIBO).	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	8th	Fort de France.
SYDNEY‡	PENINSULAR & O. S. N. Co.	Southampton	4th Sat., 2 P.M.	Alexandria —Suez.
,,	,, ,,	Marseilles ..	4th Sun., 7 A.M.	,,
TALCAHUANO .	PACIFIC S. N. Co.	Liverpool ..	13th	Valparaiso
,,	,, ,,	Valparaiso .	1st & 16th, 10 A.M.; 8th & 24th, 10 A.M.	.. ..
TAMBO DE MORA	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	8th	Aspinwall—Panama.
,,	PACIFIC MAIL S. S. Co.	New York ..	1st and 16th	,,
,,	PACIFIC S. N. Co.	Liverpool ..	13th	Valparaiso
,,	,, ,,	Callao	26th, at 6 P.M., Mon. & Thurs., at 6 P.M.	.. ..
,,	ROYAL MAIL S. P. Co.	Southampton	2nd and 17th	Aspinwall—Panama.
,,	W. I. & P. S. S. Co.	Liverpool ..	5th and 20th, at noon.	,,

* *See* note *, p. 420.

† Only book to Alexandria (*which see*), thence by rail, 4*l.* 10*s.*

DATES OF SAILING, AND THROUGH FARES—*continued.*

CONNECTING STEAM LINE.	DATES OF SAILING FROM INTERMEDIATE PORTS.	THROUGH FARES. 1ST CLASS, ONE PERSON.	THROUGH FARES. DOUBLE RESERVE CABIN.	THROUGH FARES. CHILDREN 3 TO 10.*	DATES OF DEPARTURE HOMEWARD.	AGENTS AT PORTS OF DESTINATION.
		£. s. d.	£. s. d.	£. s. d.		
Compagnie G. T.	26th, from Fort de France.	965 fr.	.. ..	.. ..	7th	Belmas, Duboldy, and Claustre.
.. ..	.. ..	£30 0 0	.. ..	.. ..	11th and 26th	F. Peter.
.. ..	.. ..	965 fr.	.. ..	.. ..	23rd	E. Latappy.
.. ..	.. ..	£30 10 0	.. ..	.. ..	15th and 30th	J. B. Cameron, Superintendent.
.. ..	.. ..	20 0 0	.. ..	.. ..	.. ..	Schon, Willink, & Co.
Compagnie G. T.	22nd, from Fort de France.	965 fr.	.. ..	.. ..	7th	Hugues & Co.
.. ..	.. ..	£30 0 0	.. ..	.. ..	11th and 26th	Graham, Porter, & Co.
.. ..	.. ..	25 0 0	.. ..	.. ..	8th	Messrs. Millers and Nephew.
.. ..	.. ..	.. ..	.. ..	.. ..	Fridays	F. Chambolle.
.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	George West, H. B. M. C.
.. ..	.. ..	.. ..	.. ..	.. ..	4th or 5th, 9 A.M.	,,
.. ..	.. ..	$10	.. ..	.. ..	5th	J. C. Silva.
Compagnie G. T.	22nd, from Fort de France.	1100 fr.	.. ..	.. ..	2nd	Delmonte Lyon.
Peninsular and O. S. N. Co.	4th Sun., 8 P.M., from Suez.	£120 0 0	300 0 0	60 0 0	4th Saturday, 9 A.M.	H. Moore.
,,	,,	115 0 0	290 0 0	58 0 0	,,	,,
Pacific S. N. Co.	3, 10, 17, & 25th	75 0 0	.. ..	.. ..	.. ..	Matthieu and Branas.
.. ..	.. ..	$20	.. ..	.. ..	1 & 16, 10 A.M.; 11th and 28th, at 10 A.M.	,,
Pacific S. N. Co.	1st, at 6 A.M., from Panama.	£97 17 6	.. ..	.. ..	Wednesdays and Saturdays, at 9.45 P.M.	P. T. Valdez.
,,	1st, 11th, & 25th, from Panama.	$245	.. ..	.. ..	,,	,,
,,	3, 10, 17, & 26th	£80 0 0	.. ..	.. ..	.. ..	,,
.. ..	.. ..	$12	.. ..	.. ..	Wednesdays and Saturdays, at 9.45 P.M.	,,
Pacific S. N. Co.	11th and 25th, from Panama.	£68 10 0	.. ..	.. ..	,,	,,
,,	1st, 11th, & 25th, from Panama.	58 2 6	.. ..	.. ..	,,	P.S.N. Co.'s Agent.

‡ *See* note ‡, p. 424.

ABSTRACT OF PORTS OF DEPARTURE AND CALL,

PORTS OF DESTINATION AND CALL.	OCEAN STEAM LINES.	PORTS OF DEPARTURE.	DATES OF SAILING.	INTERMEDIATE PORTS.
TAMPICO	ROYAL MAIL S. P. Co.	Southampton	2nd, at 2 P.M.	.. ..
,,	W. I. & P. S. S. Co.	Liverpool ..	10th	.. ..
TENERIFFE† ..	AFRICAN S. S. Co.	,,	14th and 24th	.. ..
TOBAGO	ROYAL MAIL S. P. Co.	Southampton	2nd and 17th	.. ..
TOCOPILLA ..	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	8th	Aspinwall—Panama.
,,	PACIFIC MAIL S. S. Co.	New York .	1st and 16th	,,
,,	PACIFIC S. N. Co.	Liverpool ..	13th	Valparaiso
,,	,, ,,	Callao . ..	26th, 6 P.M.	.. ..
,,	ROYAL MAIL S. P. Co.	Southampton	2nd and 17th	Asp.—Pan.
,,	W. I. & P. S. S. Co.	Liverpool ..	5th and 20th	,,
TOMÉ	PACIFIC S. N. Co.	,,	13th	Valparaiso
,,	,, ,,	Valparaiso .	1st, 8th, 16th, & 24th, 10 A.M.	.. ..
TRINIDAD	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	8th	Fort de France.
,,	ROYAL MAIL S. P. Co.	Southampton	2nd and 17th	.. ..
TUMACO‡	PACIFIC S. N. Co.	Callao ..	10th, at 6 P.M.	.. ..
TUMBES‡	,, ,,	,,	10th and 25th, at 6 P.M.	.. ..
VALPARAISO ..	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	8th	Asp.—Pan.
,,	PACIFIC MAIL S. S. Co.	New York .	1st and 16th	,,
,,	PACIFIC S. N. Co.	Liverpool ..	13th	Bordeaux and Lisbon.
,,	,, ,,	Callao ..	26th, at 6 P.M.	.. ..
,,	ROYAL MAIL S. P. Co.	Southampton	2nd and 17th	Aspinwall—Panama.
,,	W. I. & P. S. S. Co.	Liverpool ..	5th and 20th	,,
VANCOUVER'S ISLAND.§	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	8th	,,
,,	PACIFIC MAIL S. S. Co.	New York .	1st and 16th	,,
,,	ROYAL MAIL S. P. Co.	Southampton	2nd and 17th	,,
,,	W. I. & P. S. S. Co.	Liverpool ..	5th and 20th	,,
VERA CRUZ ..	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	16th	.. ..
,,	ROYAL MAIL S. P. Co.	Southampton	2nd	.. ..
,,	W. I. & P. S. S. Co.	Liverpool ..	10th	.. ..

* *See* note *, p. 420. † Steamers call bi-monthly on return voyage. ‡ *See* note ‡, p. 428.

DATES OF SAILING, AND THROUGH FARES—*continued.*

CONNECTING STEAM LINE.	DATES OF SAILING FROM INTERMEDIATE PORTS.	THROUGH FARES. 1ST CLASS, ONE PERSON.	DOUBLE RESERVE CABIN.	CHILDREN 3 TO 10.*	DATES OF DEPARTURE HOMEWARD.	AGENTS AT PORTS OF DESTINATION.
		£. s. d.	£. s. d.	£. s. d.		
.. ..	.. ..	49 10 0	.. ..	.. ..	29th	Messrs. Jólly & Co.
.. ..	.. ..	26 0 0	.. ..	.. ..	.. ..	D. Cameeles.
.. ..	.. ..	19 10 6	.. ..	.. ..	8th and 18th	Bruce, Hamilton, & Co.
.. ..	.. ..	30 0 0	.. ..	.. ..	8th and 23rd	R. J. Gordon.
Pacific S. N. Co.	1st, at 6 A.M., from Panama.	89 0 0	.. ..	.. ..	14th, 8.30 P.M.	Lean, Goeé, & Co.
,,	1st, 11th, & 25th, from Panama.	$315	.. ..	.. ..	14th and 29th	,,
.. ..	3, 10, 17, & 25	£80 0 0	.. ..	.. ..	,,	,,
.. ..	.. ..	$75	.. ..	.. ..	,,	,,
Pacific S. N. Co.	11th and 25th	£80 13 9	.. ..	.. ..	,,	,,
,,	,,	71 5 0	.. ..	.. ..	,,	,,
,,	3, 10, 17, & 25th	80 0 0	.. ..	.. ..	1 & 16, 10 A.M., 11 & 26, 3 P.M.	Antonio Ferrer.
.. ..	.. ..	$12	.. ..	.. ..	,,	,,
Compagnie G. T.	22nd, from Fort de France.	965 fr.	.. ..	.. ..	6th	E. Dupré.
.. ..	.. ..	£30 0 0	.. ..	.. ..	9th and 24th	Frederick J. Scott.
.. ..	.. ..	.. ..	.. ..	.. ..	16th, at 6 P.M.	C. M. Castillo.
.. ..	.. ..	$60	.. ..	.. ..	14th and 19th, at noon.	J. Vict. Beunza.
Pacific S. N. Co.	1st, fr. Panama	£94 12 6	.. ..	.. ..	10th, at 6 P.M.	David Sim.
,,	1st, 11th, & 25th	$345	.. ..	.. ..	3, 10, & 17th	,,
,,	.. ..	£75 0 0	.. ..	.. ..	13th	,,
.. ..	.. ..	$95	.. ..	.. ..	25th, at 6 P.M.	,,
Pacific S. N. Co.	11th and 25th	£85 7 6	.. ..	.. ..	3rd and 17th	H. Rouse, Esq., H. B. M. Consul.
,,	1st, 11th, & 25th	76 17 6	.. ..	.. ..	3, 10, & 17th	David Sim.
Pacific Mail S. S. Co. §	9th and 24th, from Panama.	77 14 0	.. ..	.. ..	.. ..	Pacific Mail Co.
,,	,,	.. ..	.. ..	.. ..	.. ..	,,
,,	,,	66 19 0	.. ..	.. ..	.. ..	Messrs. Sproat.
,,	,,	63 14 0	.. ..	.. ..	.. ..	Pacific Mail Co.
.. ..	.. ..	1240 fr.	.. ..	.. ..	13th	Lelong & Co.
.. ..	.. ..	£38 10 0	.. ..	.. ..	2nd	C. de Markoo & Co
.. ..	.. ..	26 0 0	.. ..	.. ..	.. ..	Basing, Mertens, & Co.

§ The North Pacific Transportation Co.'s steamer leaves San Francisco, with mails and passengers, 24 hours after arrival of mail steamer from Panama; fare, 9*l.* 9*s.* 1st. cl.

ABSTRACT OF PORTS OF DEPARTURE AND CALL,

PORTS OF DESTINATION AND CALL.	OCEAN STEAM LINES.	PORTS OF DEPARTURE.	DATES OF SAILING.	INTERMEDIATE PORTS.
YOKOHAMA ..	COMPAGNIE GEN. TRANSATLAN. ..	St. Nazaire .	8th	Asp., Pan., and San Francisco.
,,	MESSAGERIES IMPERIALES	Marseilles ..	Saturdays	Alexandria —Suez.
,, †	PACIFIC MAIL ST. SHIP CO. . ..	New York..	1st and 16th	Asp., Pan., and San Francisco.
,,	PENINSULAR AND ORIENTAL S. N. Co.	Southmpt on	Alt. Saturdays, at 2 P.M.	Alexandria —Suez.
,,	,, ,,	Marseilles..	Alternate Sundays, 7 A.M.	,,
,,	ROYAL MAIL ST. P. CO.	Southampton	2nd and 17th	Asp., Pan., and San Francisco.
,,	W. I. & P. S. S. Co.	Liverpool ..	5th and 20th	,,

* *See* note *, p. 420.

COUGHS, ASTHMA, AND INCIPIENT CONSUMPTION ARE EFFECTUALLY CURED BY

KEATING'S COUGH LOZENGES.

JUDGED BY THE IMMENSE DEMAND, this UNIVERSAL REMEDY now stands the first in public favour and confidence: this result has been acquired by the test of fifty years' experience. These Lozenges may be found on sale in every British Colony; and throughout India and China they have been highly esteemed wherever introduced. For COUGHS, ASTHMA, and all affections of the Throat and Chest they are the most agreeable and efficacious remedy.

RECENT TESTIMONIAL.

"*August* 23, 1868.

"Dear Sir,—Having tried your Cough Lozenges in India, I have much pleasure in testifying to their beneficial effects in cases of Incipient Consumption, Asthma, and Bronchial affections; so good a medicine ought to be known to be appreciated. I have prescribed it largely with the best results.

"W. B. G.,

"*To* Mr. THOMAS KEATING." "*Apothecary H.M. Indian Medical Service.*

Prepared and Sold in Boxes, 1*s.* 1½*d.*, and Tins, 2*s.* 9*d.*, 4*s.* 6*d.*, and 10*s.* 6*d.* each, by THOMAS KEATING Chemist, &c., 79, St. Paul's Churchyard, London. Retail by all Druggists and Patent Medicine Vendors in the world.

KEATING'S PERSIAN INSECT-DESTROYING POWDER.

Fleas, Bugs, Cockroaches, Beetles, Ants, Mosquitoes, Moths, &c.,

Are instantly destroyed by this Powder, which is quite harmless to animal life. Imported and sold in packets, 1*s.*, 2*s.* 6*d.*, and 4*s.* 6*d.* each; or 1*s.* packets free by post, for 12 postage stamps, and 2*s.* 6*d.* on receipt of 36. Also in bottles with bellows, 1*s.* 6*d.* and 3*s.* each, by THOMAS KEATING, Chemist, 79, St. Paul's Churchyard, London, E.C.

"RED LAND, NEAR HIGHWORTH, WILTS, *June* 19, 1867.

"Sir,—I am glad to inform you that your Insect-Destroying Powder has done its duty towards destroying bugs and fleas, and all sorts of other insects, and as it answers my purpose so well, I want another packet, if you please. With thanks,

"I remain your humble servant,

"*To* Mr. KEATING." "REUBEN ELDRIDGE.

DATES OF SAILING, AND THROUGH FARES—*concluded.*

CONNECTING STEAM LINE.	DATES OF SAILING FROM INTERMEDIATE PORTS.	THROUGH FARES. 1ST CLASS, ONE PERSON.	THROUGH FARES. DOUBLE RESERVE CABIN.	THROUGH FARES. CHILDREN 3 TO 10.*	DATES OF DEPARTURE HOMEWARD.	AGENTS AT PORTS OF DESTINATION.
		£. s. d.	£. s. d.	£. s. d.		
Pacific Mail	9th and 24th fr. Pan.; 4th fr., San Francisco.	118 5 0	.. ..	.. ..	19th	Pacific Mail Co.
Mess. Imp.	Sundays, from Suez.	180 0 0	.. ..	.. ..	.. ..	André Conil.
Pacific Mail	9th & 24th, fr. Pan.; & 4th, fr. San Francisco.	$520	.. ..	.. ..	19th	Pacific Mail Co.
Peninsular and O. S. N. Co.	Alt. Sundays, 8 P.M., fr. Suez.	150 0 0	370 0 0	75 0 0	Alternate Sundays.	W. R. Dalziel.
,,	,,	145 0 0	360 0 0	73 0 0	,,	,,
Pacific Mail	9th & 24th, fr. Pan.; & 4th, fr. San Francisco.	107 10 0	.. ..	.. ..	19th	Pacific Mail Co.
,,	,,	99 5 0	.. ..	.. ..	,,	,,

† *See* note †, p. 420.

DR. J. COLLIS BROWNE'S CHLORODYNE.

THE ORIGINAL AND ONLY GENUINE.

ADVICE TO INVALIDS.—If you wish to obtain quiet refreshing sleep, free from headache, relief from pain and anguish, to calm and assuage the weary achings of protracted disease, invigorate the nervous media, and regulate the circulating system of the body, you will provide yourself with that marvellous remedy discovered by DR. J. COLLIS BROWNE (late Medical Staff), to which he gave the name of

CHLORODYNE,

And which is admitted by the Profession to be the most wonderful and valuable remedy ever discovered.

CHLORODYNE is the best remedy known for COUGHS, CONSUMPTION, BRONCHITIS, ASTHMA.
CHLORODYNE effectually checks and arrests those too often fatal diseases known as DIPHTHERIA, FEVER, CROUP, AGUE.
CHLORODYNE acts like a charm in DIARRHŒA, and is the only specific in CHOLERA and DYSENTERY.
CHLORODYNE effectually cuts short all attacks of EPILEPSY, HYSTERIA, PALPITATION, and SPASMS.
CHLORODYNE is the only palliative in NEURALGIA, RHEUMATISM, GOUT, CANCER, TOOTHACHE, MENINGITIS, &c.

The Right Hon. EARL RUSSELL has graciously favoured J. T. DAVENPORT with the following:—

"Extract of a despatch from Mr. WEBB, H.B.M.'s Consul at Manilla, dated September 17, 1864:—

"'The remedy most efficacious in its effects (in Epidemic Cholera) has been found to be Chlorodyne, and with a small quantity given to me by Dr. Burke I have saved scores lives.'"

CAUTION.—BEWARE OF PIRACY AND IMITATIONS.

CAUTION. { Vice-Chancellor Sir W. PAGE WOOD stated that Dr. J. COLLIS BROWNE was, undoubtedly, the inventor of CHLORODYNE; that the story of the Defendant FREEMAN was deliberately untrue, which, he regretted to say, had been sworn to.—*See Times*, July 18, 1864.

"Eminent Hospital Physicians of London stated that Dr. J. COLLIS BROWNE was the discoverer of Chlorodyne, that they prescribe it largely; and use no other than Dr. BROWNE'S."—*See Times*, July 19, 1864.

Sold in Bottles at 1s. 1½d., 2s. 9d., 4s. 6d., and 11s. each. The extraordinary medical Reports on the efficacy of Chlorodyne render it of vital importance that the public should obtain the genuine, which is sold under the protection of Government authorizing a stamp bearing the words "Dr. J. COLLIS BROWNE'S CHLORODYNE," without which none is genuine.

SOLE MANUFACTURER:

J. T. DAVENPORT, 33, GREAT RUSSELL STREET, BLOOMSBURY, LONDON.

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PAINLESS.

MESSRS. GABRIEL,

THE OLD ESTABLISHED

DENTISTS,

Call attention to the facilities which their various Establishments afford to Travellers (returning to or leaving England) for attention to their Teeth, or for the supply of Artificial Teeth for the purposes of Mastication and Articulation, at moderate charges.

MESSRS. GABRIEL.

ESTABLISHED 1815.

LONDON: 56, Harley Street, Cavendish Square.
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At any of the above Establishments, Artificial Teeth can be supplied in one day.

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The *Morning Herald* says:—"Messrs. Gabriel are particularly successful in their system of Artificial Teeth, which they fix firmly in the mouth by means of an Elastic Gum, without springs, painlessly, and without any operation."

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The *Telegraph* says:—"By Messrs. Gabriel's Invention all pain is avoided. No springs, wires, or unsightly fastenings are required, and the purest materials are supplied at extremely moderate charges."

HELLEWELL AND CO.,

WHOLESALE AND EXPORT MANUFACTURERS OF

WATERPROOF,

AIRPROOF, ELASTIC, VULCANITE,

VULCANIZED INDIA RUBBER AND GUTTA PERCHA GOODS,

In all their various Forms, Applications, and Conditions.

MERCHANTS, CONTRACTORS, AND SUBMARINE ENGINEERS.

2 & 3, QUADRANT BUILDINGS, LIME STREET

(CORNER OF ELLIOT STREET), AND

45, CASTLE STREET

(CORNER OF HARRINGTON STREET),

LIVERPOOL.

And 15 to 21, CORPORATION STREET,

MANCHESTER.

Goods made to Order in a few hours. Catalogues and Price Lists free on application.

INMAN LINE.

The Liverpool, New York, and Philadelphia Company's Mail Steamers, appointed to sail to New York Direct every Thursday, and to New York via Halifax every alternate Saturday, calling at Queenstown to embark Her Majesty's Mails and Passengers.

City of Brussels.....Capt.	J. KENNEDY.	**City of New York**...Capt.	J. DELAMOTTE.
City of Brooklyn ... „	S. BROOKS.	**City of Washington.** „	T. C. JONES.
City of Halifax ..... „	W. JAMIESON.	**City of Manchester** . „	JONES.
City of Paris ..... „	J. MIREHOUSE.	**City of Dublin** ..... „	J. EYNON.
City of Antwerp ... „	R. LEITCH.	**City of Cork** ..... „	R. A. ALLEN.
City of London ..... „	H. TIBBITS.	**City of Limerick** ... „	W. R. PHILLIPS.
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City of Boston ..... „	J. J. HALCROW.	**City of Durham**..... „	A. MATHIESON.

Rates of Cabin Passage to New York or Halifax: 15 Guineas, 17 Guineas, and 21 Guineas, according to the accommodation in the State Room, all having the same privilege in the Saloon.

Return Tickets issued for Six or Twelve Months at Reduced Rates.

Forward Passage to New York and Halifax includes an unlimited supply of Provisions, cooked and served up by the Company's Stewards.

Passengers booked through to all parts of the **States, Canada, St. John's, Newfoundland,** and **St. John, New Brunswick,** and to **Aspinwall** and **San Francisco,** by Pacific Mail Steamers, sailing from New York.

Drafts issued on New York for 1*l.* and upwards free of charge.

Freight payable here, or in New York, at the current rate of exchange for Bankers' Bills on the date of arrival of the respective Steamers.

Parcels, 5*s.* and upwards, according to size and value, will be received till 6 p.m. of the day before sailing.

Dogs not taken on any terms.

Letters by these Steamers for Consignees, or others, must pass through the Post Office. None will be received at the office of the Agents.

Apply, in New York, to JOHN G. DALE, at the Company's Offices, 15, Broadway; in Halifax, to J. & R. B. SEETON; in London, to EIVES & ALLEN, 61, King William Street, E.C.; in Queenstown, to C. & W. D. SEYMOUR & Co.; and in Liverpool, to

WILLIAM INMAN,

62 and 63, Tower Buildings South, 22, Water Street, Liverpool.

LIVERPOOL.

GEORGE & HENRY LEE

AND COMPANY,

BASNETT STREET,

Silk Mercers and Drapers.

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AMERICAN FAMILIES.

Patterns sent to America every Spring and Fall.

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BONNET'S & TAPISSIER'S BLACK SILKS.

IRISH POPLINS.

REAL BALBRIGGAN HOSE.

DESPRES' FRENCH KID GLOVES.

CUNARD LINE.

THE BRITISH & NORTH AMERICAN ROYAL MAIL STEAMERS.

The following or other Royal Mail Steamers are intended TO SAIL FROM LIVERPOOL via QUEENSTOWN.

ABYSSINIA	Now Building.	**MARATHON**	Capt. PRITCHARD.
ALGERIA	Now Building.	**MOROCCO**	„ JOHN LEITCH.
ALEPPO	Capt. J. HARRISON.	**OLYMPUS**	„ EDMONDSON.
ATLAS	„ DUBBINS.	**PALMYRA**	„ WATSON.
AUSTRALASIAN	„ McMICKAN.	**RUSSIA**	„ LOTT.
CHINA	„ HOCKLY.	**SAMARIA**	„ MACAULAY.
CUBA	„ MOODIE.	**SCOTIA**	„ JUDKINS.
HECLA	„ GILL.	**SIBERIA**	„ MARTYN.
JAVA	„ COOK.	**SIDON**	„ BELL.
KEDAR	„ MUIR.	**TARIFA**	„ MURPHY.
MALTA	„ HAINS.	**TRIPOLI**	„ LE MESSURIER.

Appointed by Her Majesty's Postmaster-General to Sail EVERY TUESDAY and EVERY SATURDAY.

Rates of Passage-money by the Steamers carrying no Emigrants:—CHIEF CABIN, TWENTY-SIX POUNDS; SECOND CABIN, EIGHTEEN POUNDS.

Rates of Cabin Passage-money on other Voyages:—FIFTEEN GUINEAS, SEVENTEEN GUINEAS, and TWENTY-ONE GUINEAS, according to the Accommodation in the State-rooms, all Cabin Passengers enjoying the same privileges in the Saloon.

These rates include Steward's Fee and Provisions, but without Wines or Liquors, which can be obtained on board.

☞ Apply at the Company's Office, New York, to CHARLES G. FRANCKLYN, Agent; at the Company's Office, Boston, to JAMES ALEXANDER, Agent; in Halifax, to WILLIAM CUNARD; in Havre, to BURNS & MAC IVER, 21, Quai d'Orléans; in Paris, to BURNS & MAC IVER, 12, Place de la Bourse; in London, to J. B. FOORD, 52, Old Broad Street; in Dundee, to G. and J. BURNS, Baltic Street; in Glasgow, to G. and J. BURNS, 30, Jamaica Street; in Queenstown, to D. and C. MAC IVER; or in Liverpool, to

D. & C. MAC IVER, 8, Water Street.

BANK OF BRITISH NORTH AMERICA.

ESTABLISHED IN 1836.

INCORPORATED BY ROYAL CHARTER IN 1840.

PAID UP CAPITAL ONE MILLION STERLING.

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NEW BRUNSWICK . . . ST. JOHN.
VANCOUVER ISLAND . . . VICTORIA.
BRITISH COLUMBIA . . . BARKERVILLE.

NEW YORK—AGENCY, 17, NASSAU STREET.
SAN FRANCISCO—AGENCY, 413, CALIFORNIA STREET.

The BANK GRANTS CREDITS on its Branches and Agents, payable on presentation, free of charge.

Also purchases or forwards for Collection BILLS on AMERICA and COUPONS for Dividends on AMERICAN STOCKS, and undertakes the Purchase and Sale of STOCK, and other Money business in the BRITISH PROVINCES and the UNITED STATES.

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LIGHT ONLY ON THE BOX

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THE PUBLIC ARE CAUTIONED AGAINST

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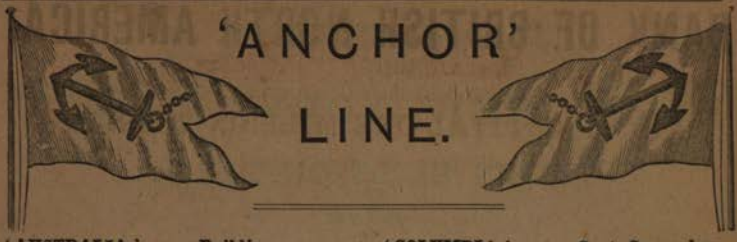

'AUSTRALIA,' - - Building.	'COLUMBIA,' - - Capt. Carnaghan.
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'CAMBRIA,' - - - Capt. Craig.	'BRITANNIA,' - - Capt. Campbell.
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Direct Steam Communication

WITH THE

UNITED STATES, CANADA, AND NEW BRUNSWICK,

BY THE

'ANCHOR' LINE

OF

Transatlantic Steam Packet Ships,

Sailing Regularly every FRIDAY *between*

GLASGOW and NEW YORK.

RATES OF PASSAGE, AND GENERAL REGULATIONS:—

SALOON CABIN—TWELVE, THIRTEEN, and FOURTEEN GUINEAS, according to accommodation and situation of Berths, for each Adult; Children under 12 years, 21s., 22s. 6d., and 24s. 6d. per year; Infants, One Guinea. This class of passengers is found in a Liberal Table, and all necessaries, except Wine and Liquors, which can be had on board at moderate prices. No Steward's Fee. SPECIAL STATE ROOMS, TWENTY GUINEAS. RETURN TICKETS, TWENTY, TWENTY-TWO, and TWENTY-FOUR GUINEAS. Five Guineas deposit is required to secure each Berth.

EACH STEAMER CARRIES A DULY QUALIFIED SURGEON.

PASSAGE MONEY—Passengers by transmitting to the undersigned a Bank or Post-Office Order for amount of Deposit required, will have their Berths reserved, and Ticket sent by Return of Post. All Balances of Passage Money must be paid by 12 o'clock Noon of the day previous to Sailing.

THROUGH RATES.

By Special Arrangement with the Railway Companies of the United States and Canada, Passengers by this Line can be Booked and Forwarded Direct from Glasgow (including the Ocean Passage). Passengers Booked at Through Rates to California and British Columbia.

HENDERSON BROTHERS,
6, Bowling Green, New York.

HANDYSIDE & HENDERSON,
96½, Foyle St., Londonderry, and
51, Union Street, Glasgow.

BOWLES BROTHERS & CO.,

PARIS, NEW YORK, BOSTON,

ISSUE BILLS ON PARIS

AND THE

UNION BANK OF LONDON;

ALSO

Circular Letters of Credit,

AVAILABLE THROUGHOUT THE WORLD.

Orders for Government Bonds executed on the most favourable Terms.

PARIS: 12, Rue de la Paix. NEW YORK: 19, William Street.
BOSTON: 76, Slate Street.

JOHN MOIR & SON,

Preserved Provision Manufacturers, & Export Oilmen,

ABERDEEN,

Purveyors by Special Appointment to H.R.H. the Duke of Edinburgh,

SUPPLY, OF THE FINEST QUALITY,

Soups, Fish, Meats, Game, Entrees, Bacon, Hams, Tongues, Cheese, Bologna and Oxford Sausages, Potted Meats and Fish, Pates, Sardines, Jams, Jellies, and Orange Marmalade. Also Pickles, Sauces, Tart Fruits, Jellies, Mushroom Ketchup, Oils, Vinegars, Baking Powder, &c.

The Goods prepared by J. M. & S. are of superior quality, and although they may appear to be a little higher in price than that of other makers, yet in the end they will prove the most economical to the Consumer.

J. M. & S. are the Sole Proprietors of

THE DUKE OF EDINBURGH SAUCE.

MR. R. BELSEY,

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9, BUCKINGHAM PALACE ROAD,

PIMLICO, S.W.,

NEAR BUCKINGHAM PALACE.

LIVERPOOL TO NEW YORK,

AND

NEW YORK TO LIVERPOOL,

Calling at Queenstown to Land Passengers.

The New, Full-Powered, British, Iron Screw Steam-Ships.

Ships.	Captains.	Tons.	Ships.	Captains.	Tons.
ITALY (Building)			HELVETIA	Thomson	3324
FRANCE	Grace	3200	PENNSYLVANIA	Hall	2873
ENGLAND	Thompson	3400	VIRGINIA	Forbes	2876
THE QUEEN	Grogan	3412	DENMARK	Cato	2870
ERIN	Webster	3200	LOUISIANA	Thomas	2210

APPOINTED TO SAIL FROM LIVERPOOL EVERY WEDNESDAY.

Saloon Passage Twelve and Fifteen Guineas, according to accommodation in State Rooms.

NATIONAL STEAM-SHIP COMPANY, LIMITED,

23, Water Street, Liverpool.

MESSRS. MOSSES & MITCHELL,
55, GRACECHURCH STREET,
LONDON, E.C.

TO FAMILIES AND PARTIES FURNISHING.

JOHN ELLIS,

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3 AND 4, RANELAGH PLACE,

OPPOSITE THE ADELPHI HOTEL, LIVERPOOL.

SHIPS' CABINS FITTED UP COMPLETE.

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AND LAWTON STREET, LIVERPOOL.

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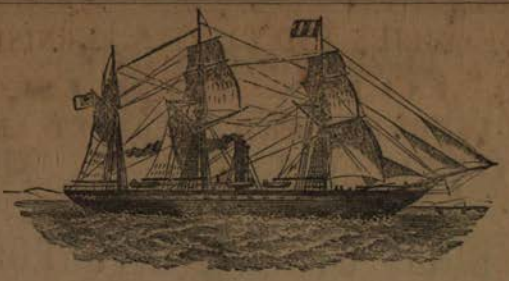
JOHN ELLIS begs to intimate that ALL GOODS supplied and WARRANTED by him are MANUFACTURED under his own Personal Superintendence.

LARGE AND COMMODIOUS DRY ROOMS FOR STORING FURNITURE.



LIVERPOOL, BRAZIL, AND RIVER PLATE MAIL STEAMERS.

ON THE 2nd, 10th, 20th, AND 30th OF EACH MONTH,
UNDER POSTAL CONTRACT WITH THE GOVERNMENT OF BRAZIL, AND
20th OF EACH MONTH,
WITH HER MAJESTY'S POSTMASTER-GENERAL.

The following or other SCREW STEAMERS will be despatched from LIVERPOOL (occasionally calling at LISBON), with First and Third Class Passengers and Cargo, for Ports in BRAZIL and the RIVER PLATE:—

For	Steamer.	Tons.
Rio de Janeiro, Montevideo, and Buenos Ayres (direct)	KEPLER .	1,499
Bahia, Rio de Janeiro, and Santos .	PTOLEMY .	1,115
Rio de Janeiro, Montevideo, and Buenos Ayres	HALLEY .	1,347
Bahia, Rio de Janeiro, Montevideo, and Buenos Ayres (direct) . . .	*PASCAL .	1,876
Pernambuco (delivering inside) . .	SALADIN .	510
Rio de Janeiro, Montevideo, and Buenos Ayres (direct).	GALILEO .	1,525
Bahia, Rio de Janeiro, and Santos .	DONATI .	1,182

THE STEAMER OF THE 20TH OF EACH MONTH IS UNDER CONTRACT WITH THE POSTMASTER-GENERAL, AND CARRIES HER MAJESTY'S MAILS.

The Steamers of this Line have Superior Accommodation for passengers, and carry Surgeons and Stewardesses.

Conditions as per Circulars, for which, and for Terms of Freight or Passage and Plans of Cabins, Apply to

LAMPORT AND HOLT, 21, WATER STREET, LIVERPOOL.

ESTABLISHED 1820.

DAVID KENT & SON,

6, BOLD STREET, LIVERPOOL,

WHOLESALE AND RETAIL ENGLISH, SCOTCH, AND BALBRIGGAN HOSIERY WAREHOUSE.

GLOVERS,

SHIRT MAKERS,

BRITISH AND FOREIGN LACE MERCHANTS,

LADIES' UNDERCLOTHING AND READY-MADE LINEN.

K. & S. invite an inspection of their Stock—which is one of the largest in the World—of the best makes of Hosiery, comprising a great variety of exquisite goods made for their special trade, in Balbriggan, Cotton, Lisle Thread, Silk, Merino, and Cashmere Wool; also China and Novi Spun Silk Vests and Pantaloons in Six Threads and very Stout Twelve Threads.

Any description of Hosiery or Gloves not in Stock procured or made to order in a few days, either to pattern or special instructions.

OUTFITS SUITABLE FOR ALL PARTS OF THE GLOBE ALWAYS IN STOCK.

MERCHANTS & CAPTAINS SUPPLIED WITH GOODS FOR SHIPMENT.

ALL GOODS MARKED IN PLAIN FIGURES.

LIVERPOOL TO THE MEDITERRANEAN.

PALMYRA.	PENGUIN.	ATLAS.
ALEPPO.	OLYMPUS.	KEDAR.
TRIPOLI.	HECLA.	PALESTINE.
ALPHA.	SAMARIA.	BALBEC.
MOROCCO.	SIBERIA.	BRITISH QUEEN.
SIDON.	MALTA.	STROMBOLI.
MARATHON.	TARIFA.	

BURNS & MAC IVER'S

FIRST-CLASS SCREW STEAMERS

Are intended to be despatched as under, with liberty to call at any other Port or Ports, **receiving Cargo until midnight of the dates mentioned.**

LOADING BERTH, SOUTH SIDE BRANCH HUSKISSON DOCK.

FOR

GIBRALTAR, MALTA, SYRA, CONSTANTINOPLE, AND SMYRNA,

Taking Cargo at Through Rates to SALONICA, TREBIZONDE, VARNA, KUSTENDJIE, GALATZ, and IBRAILA,

Every third Friday.

FOR

GIBRALTAR, GENOA, LEGHORN, and NAPLES,

Every third Wednesday.

FOR

GIBRALTAR, PALERMO, MESSINA, CORFU, ANCONA, TRIESTE, and VENICE,

Once a Month.

RATES OF FREIGHT

To GENOA, LEGHORN, NAPLES, CORFU, ANCONA, TRIESTE, & VENICE—

FINE and GREY GOODS .. .. 40*s.* per Ton Measurement.
COTTON TWIST .. .. 30*s.* „ „

To PALERMO and MESSINA—

FINE and GREY GOODS .. .. 30*s.* per Ton Measurement.
COTTON TWIST .. .. 25*s.* „ „

To SYRA, CONSTANTINOPLE, and SMYRNA—

FINE and GREY GOODS .. .. 35*s.* per Ton Measurement.
COTTON TWIST .. .. 30*s.* „ „

To MALTA—

FINE, GREY, and TWIST GOODS .. .. .. 20*s.* Per Ton Measurement.

To GIBRALTAR—

FINE, GREY, and TWIST GOODS .. .. .. 20*s.* per Ton Measurement.

To ALEXANDRIA—

FINE, GREY, and TWIST GOODS .. .. .. 20*s.* per Ton Measurement.

All with 10 per cent. primage.

MACHINERY, DEAD WEIGHT, and other descriptions of Goods, per agreement.

ALL FREIGHTS MUST BE PAID IN LIVERPOOL.

Bills of Lading must be at the Office for Signature the day previous to Sailing.

To prevent the possibility of after discussion, it is requested that Shippers will send a person to the Quay, to see their Goods measured.

In the event of these Steamers being placed in Quarantine at any of the above Ports, the Goods will require to be immediately taken away and transferred to another Vessel or Depôt, to perform Quarantine, at expense and risk of the Shippers or Consignees. This also applies to Passengers.

Silk Goods, Specie, Jewellery, Plate, Watches, or other valuable or hazardous Articles, can only be taken by special agreement, previously made at the Office, and at Shipper's risk. Shippers will please send a Shipping Note along with each cartload of Goods, and describe on it the contents of the Packages. The Ports of Destination to be marked on each Package in letters of not less than two inches long, or the owners will not be accountable for the correct delivery.

TO PASSENGERS.

These Steamers have excellent accommodation for Passengers, and carry Stewardesses.

FARES

(FROM LIVERPOOL), INCLUDING PROVISIONS, BUT WITHOUT WINES OR LIQUORS, WHICH CAN BE OBTAINED ON BOARD:—

To GIBRALTAR ..... £10 0*s.*	To PALERMO ..... £13 13*s.*	To MALTA £15
„ GENOA ..... £13 13*s.*	„ MESSINA ..... £14 14*s.*	„ SYRA £18
„ LEGHORN ..... £14 14*s.*	„ CORFU ..... £20 0*s.*	„ CONSTANTINOPLE. £20
„ NAPLES ..... £15 15*s.*	„ ANCONA ..... £21 0*s.*	„ SMYRNA £23
„ ALEXANDRIA(*viâ Italy*) £20	„ TRIESTE ..... £21 0*s.*	„ ALEXANDRIA(*direct*)£16

VOYAGE OUT AND HOME, £40.

PASSENGERS.—Tickets are granted for the voyage out and home, by any one of the routes, for £40 each passenger, available for four months, entitling the holder to stop at two ports on the route, and to continue the voyage by succeeding Steamers. Malta and Gibraltar are generally the only ports at which the Steamers call on the passage home. The voyage out and home usually occupies from seven to eight weeks.

For Freight or Passage apply to BURNS & MAC IVER, 77A, Market Street, Manchester; or,

BURNS & MAC IVER,
1, RUMFORD STREET, LIVERPOOL.

The attention of Shippers and Passengers by these Steamers is respectfully drawn to the 329th Section of the New Merchant Shipping Act, which is as follows:—

"No person shall be entitled to carry in any Ship, or to require the Master or Owner of any Ship to carry therein, Aquafortis, Oil of Vitriol, Gunpowder, or any other Goods which, in the judgment of such Master or Owner, are of a dangerous nature, and if any person carries or sends by any Ship any Goods of a dangerous nature, without distinctly marking their nature on the outside of the package containing the same, or otherwise giving notice in writing to the Master or Owner, at or before the time of carrying or sending the same to be shipped, he shall for every such offence incur a penalty not exceeding £100; and the Master or Owner of any Ship may refuse to take on board any parcel that he suspects to contain Goods of a dangerous nature, and may require them to be opened to ascertain the fact."

Bills of Lading for our Steamers to be obtained from Messrs TURNER & DUNNETT, 4, James Street.

LONDON AND NEW YORK
STEAMSHIP LINE.

THE FOLLOWING SPLENDID AND POWERFUL

SCREW STEAMERS,

EXPRESSLY CONSTRUCTED FOR THIS TRADE,

Will leave the VICTORIA (LONDON) DOCKS for

NEW YORK,

FORTNIGHTLY, CALLING AT HAVRE, AS FOLLOWS:—

Steamers.	Tons.	Horse-power.	To Sail.
PARAGUAY	1,800	400	SATURDAY.
BELLONA	2,000	400	SATURDAY.
ATALANTA	2,500	500	SATURDAY.
CELLA	2,000	400	SATURDAY.
INDIANA	3,000	600	SATURDAY.

In the Arrangement of these Splendid Transatlantic Steamers the comfort and security of Passengers have been especially cared for, and the accommodation will be found highly satisfactory by passengers of all classes. Rates of passage:—

	£	s.	d.
First Cabin	**13**	**13**	**0**
Second Cabin	**12**	**0**	**0**

Steerage, at Reduced Rates: with full dietary.

For Freight or Passage apply to

A. G. ROBINSON, 20, Mark Lane, E.C., or to

SMITH, SUNDIUS, AND CO., 17, Gracechurch Street, London, and 4, Oriental Place, Southampton.

ESTABLISHED 1850.

FRISBY, DYKE & CO.,

58, 60, 62, 64, & 66,

LORD STREET, LIVERPOOL.

WHOLESALE & RETAIL

FUR MANUFACTURERS,

GENERAL DRAPERS,

AND

SILK MERCERS, SHAWL, MANTLE,

MILLINERY,

CARPET & OUTFITTING ESTABLISHMENT.

WEST INDIA AND PACIFIC

STEAMSHIP COMPANY, LIMITED,

Carrying the Royal Mail.

This Company's STEAMERS are despatched from Liverpool as follows, viz.:—

5th each month for Barbadoes, La Guayra, Puerto Cabello, Santa Martha, and Colon.

10th each month for Port-au-Prince, Kingston, Vera Cruz, and Tampico.

20th each month for St. Thomas's, Santa Martha, and Colon.

Every six weeks a Steamer calls at Curaçao and Carthagena.

Passengers and Cargo are taken by these Steamers viâ Colon at through rates to all Ports in the South Pacific, Central America, California, Japan, and China.

Passage to St. Thomas, £25; other Ports in proportion.

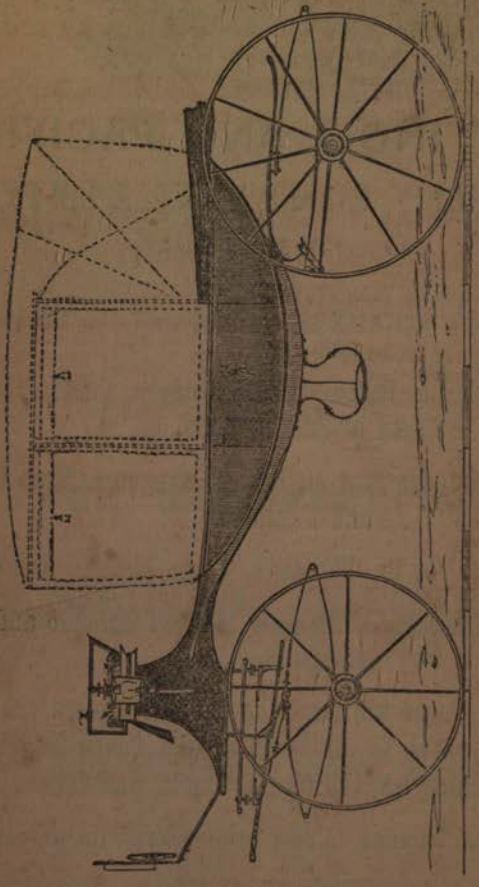
For all Particulars apply to J. M. CURRIE, Paris and Havre; or at 117, Leadenhall Street, London; and The Temple, Liverpool.

ARTHUR B. FORWOOD, *Managing Director.*

E. KESTERTON,

COACH & HARNESS FACTORY,

AMEMPTON BAROUCHE.



THE ABOVE FORMS A COMPLETE

SUMMER OR WINTER CARRIAGE,

And is specially adapted for Use Abroad.

THE DOTTED LINES SHOW THE WINTER OR CLOSE CARRIAGE.

93 and 94, LONG ACRE, LONDON,

ENGLAND.

PENINSULAR AND ORIENTAL

Steam Navigation Company.

INCORPORATED BY ROYAL CHARTER IN 1840.

OFFICES:

122, LEADENHALL STREET, LONDON, E.C.
ORIENTAL PLACE, SOUTHAMPTON.

RATES OF FREIGHT FROM LONDON OR SOUTHAMPTON TO INDIA, CHINA, JAPAN, AND AUSTRALIA.

MERCHANDISE RATES.

	Suez, Aden, and Bombay.	Galle, Madras, Calcutta, and Australia.	Penang, Singapore, and Hong Kong.	Batavia, East Coast of China, and Shanghai.	Japan.
MERCHANDISE, FINE GOODS, &c., per ton of 40 feet, or per 10 cwt.	£12	£20	£30	£33	£36
PROVISIONS, per ton of 40 feet	10	16	25	28	31
JEWELLERY, WATCHES, AND OTHER VALUABLES, per cent.	2	2	2½	2½	3½

Packages measuring above 3 cubic feet should be delivered at the NINE ELMS STATION *three* days, or at SOUTHAMPTON *two* days prior to the departure of each Steamer; if sent later, each Package will be charged 2s. 6d. extra. Packages under 3 cubic feet are charged at Parcel rates.

PARCEL RATES.

MEASUREMENT.	Suez, Aden, and Bombay.	Ceylon, Madras, Calcutta, and Australia.	Straits and Hong Kong.	Batavia, East Coast of China, and Shanghai.	Japan.
	s. d.	s. d.	s. d.	s. d.	s. d.
1 inch or 2 lbs.	4 0	5 0	6 0	7 6	8 0
2 „ 4 „	4 6	6 0	9 0	11 0	12 0
3 „ 6 „	5 0	7 0	11 0	14 0	15 0
4 „ 8 „	5 6	8 0	12 0	15 0	16 0
5 „ 10 „	6 0	9 0	13 0	16 0	17 0
6 „ 12 „	6 6	10 0	14 0	17 0	18 0
7 „ 14 „	7 0	11 0	15 0	18 0	19 0
8 „ 16 „	7 6	12 0	16 0	19 0	20 0
9 „ 18 „	8 0	13 0	17 0	20 0	21 0
10 „ 20 „	8 6	14 0	18 0	21 0	22 0
11 „ 23 „	9 0	15 0	19 0	22 0	23 0
12 „ 24 „	9 6	16 0	20 0	23 0	24 0
And for every additional inch or 2 lbs.	0 6	1 0	1 3	1 5	1 6

Parcels must be delivered at this Office before two o'clock, three days prior to the departure of each steamer; if sent later, an extra charge will be made.

Contents and Value must be declared at the time of Booking.

JEWELLERY, WATCHES, AND OTHER VALUABLES, must be sealed over tape, in counter-sunk holes, and, above £20 value, are charged at the following rates, which include risk in transit:—Aden, 3 per cent.; Bombay, Ceylon, Madras, and Calcutta, 3½ per cent.; Singapore and Penang, 3¾ per cent.; Hong Kong, 4½ per cent.; Australia, 3½ per cent.; East Coast of China, Shanghai, and Batavia, 4½ per cent.; and Japan, 5½ per cent.

Packages *exceeding three cubic feet* are charged at Cargo rates, if sent direct to the Nine Elms Station of the London and South-Western Railway, on or before the Wednesday previous to the Steamer's departure, but advices of contents and value must be sent to this Office.

Parcels will not be received after 2 o'clock on Saturdays.

TREASURE.

The following are the Company's lower rates of Freight, at which Shippers take risks upon themselves:—

Aden, India, and Australia .... Silver 1½, Gold 1 per cent.
Singapore and Hong Kong..... 2 „
Batavia, Shanghai, Foochow, and Amoy .... 2½ per cent.
Japan ..... 2¾ „

The higher rates of Freight, which include all insurable risks, may be ascertained on application at the Company's Office.

GENERAL CONDITIONS.

A wrong description of contents or false declaration of value shall release the Company from all responsibility in case of loss, seizure, or detention, and the Goods shall be charged double freight on the real value, which freight shall be paid previous to delivery.

The Company reserve to themselves the right of charging by value, weight, or measurement, and will not be accountable for any damage arising through insufficiency of address or packing.

Cargo and Parcels conveyed at Through Rates to all Ports in India, &c., touched at by the Steamers of the British India Steam Navigation Company, at a proportionate increase of freight.

A form of declaration may be obtained at the Company's Offices in Leadenhall Street, where it will have to be deposited when properly filled up.

Packages exceeding one cubic foot must be in wooden cases, iron-hooped at each end, or they will not be received.

The weight of each package must not exceed 2 cwt.

The Port of Delivery, as well as Weight and Measurement, must be distinctly marked on every package.

A further charge when the Company take risks upon themselves will be made on each shipment under the value of £20, at the rate of 40*s.* per cent. (except Japan, 45*s.* per cent.); exceeding that value at the following rates:—Suez, ¾ per cent.; Aden, 1 per cent.; Bombay, Ceylon, Madras, Calcutta, Penang, and Singapore, 1⅛ per cent.; Batavia, Hong Kong, and East Coast of China, 1⅜ per cent.; Australia and Shanghai, 1½ per cent.; and Japan, 2¼ per cent. Minimum charge, 2*s.* 6*d.* Packages not tin lined will be free of particular average.

For the convenience of Country Shippers, arrangements have been made with Messrs. PICKFORD and Co. to receive Cargo through their Provincial Agents on account of this Company.

All Charges must be prepaid in England.

TO GIBRALTAR, MALTA, AND ALEXANDRIA.

RATES OF FREIGHT FROM SOUTHAMPTON.

PORT.	Fine Goods per Ton 40 cubic feet.	Provisions and coarse Goods per ton of 40 cubic feet.	Specie, Gold and Silver.	Plate, Jewellery, Watches, &c.	Carriages each.	A Horse, exclusive of Fodder, Attendance, &c.	A Dog, exclusive of Food, Attendance, &c.
GIBRALTAR	35/	30/	½ %	¾ %	£10	£10	£1
MALTA ..... } ALEXANDRIA .. }	40/	35/	⅝ %	⅞ %	£15	£15	£3

Heavy Goods or Dead Weight taken only by Special Agreement.

The Company's Rates of Freight to Gibraltar, Malta, and Alexandria do *not* include the *Railway Carriage* from the Provinces or London to Southampton, this charge being no longer borne by the Company.

Shippers should send, as early as possible, full particulars of the Goods to their Agents at Southampton, to enable them to receive and ship the same and pass the entry, &c., at the Custom House. This will be done at the Shippers' expense.

Shippers are required to use the Company's forms of Bills of Lading, which can be obtained at Messrs. HENRY KING and Co.'s, 65, Cornhill, London.

The Company do not hold themselves responsible for any Goods until placed on board, or in the ship's tackle.

Packages measuring more than 30 cubic feet will not be received on board.

All Charges must be prepaid in England.

By Order of the DIRECTORS,

P. & O. Steam Navigation Co.,
122, LEADENHALL STREET, LONDON.

C. W. HOWELL, *Secretary.*

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS.

Paris, 28, Rue Notre Dame des Victoires; Marseilles, 16, Rue Cannebière; Bordeaux, 19, Quai de Bacalan. Information to be obtained at Liverpool of Messrs. G. H. FLETCHER & Co.; and of

Messrs. B. W. & H. HORNE, 4, MOORGATE STREET, LONDON, E.C.,

Where Berths may be secured, and Through Tickets are issued; Specie, Merchandise, and Parcels are received and forwarded at Through Rates.

Departures from BORDEAUX,

On the 25th of each Month, for **Lisbon, Dakar (Senegal), Pernambuco, Bahia, Rio de Janeiro, Monte Video, and Buenos Ayres.**

Departures from MARSEILLES,

On the 20th March at 4·30 p.m., and thenceforth every 28 days, Overland Mail for **Alexandria, Aden, Point de Galle, Pondicherry, Madras, Calcutta, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.**

To **CIVITA VECCHIA,** every Monday at 8 p.m.

To **ALEXANDRIA,** touching at **MESSINA,** on the 9th, 19th, and 29th of every Month at 4·30 p.m.

To **PALERMO, MESSINA, SYRA, SMYRNA, RHODES, MERSINA, ALEXANDRETTA, LATAKIA, TRIPOLI, BEYROUT, JAFFA, and ALEXANDRIA,** 8th, 18th, and 28th of every Month, returning from **Alexandria,** 27th, 17th, and 7th.

To **CONSTANTINOPLE and Piræus,** every Saturday at 5 p.m.

To **ALGIERS,** every Tuesday and Saturday at 5 p.m.

To **ORAN,** every Wednesday at 5 p.m.

To **STORA, BONA, and TUNIS,** every Friday at 5 p.m., touching at **CALLO** the first and third Thursday in every Month.

East and West Shore of Algiers, every Tuesday at 2 p.m.

Departure from **ORAN** to **NEMOURS, MALAGA, GIBRALTAR, TANGIER, and CADIZ,** every fortnight from Saturday the 16th January, 1869.

Departure from **ALGIERS** every Saturday at 10 p.m., for **CHERCHELL, TENEZ, MOSTAGANEM, ARZEW, and ORAN.**

Departure from **ALGIERS** every Saturday at midnight, for **DELLYS, BOUGIE, GIGELLY, COLLO, STORA, BONA.**

Departure from CONSTANTINOPLE,

To **GALLIPOLI, DARDANELLES, METELIN, and SMYRNA,** 3rd, 13th, and 23rd of every month, returning from **SMYRNA,** 8th, 18th, and 28th.

To **GALLIPOLI, DARDANELLES, SALONICA,** every Friday, returning from **SALONICA** every Tuesday.

To the Ports of the Black Sea, every Monday.

Observations on the Mediterranean and Black Sea Services.

Living.—The 1st and 2nd Class Passengers' living is included in the price of the Passage, and is invariable, no matter what the length of passage may be. Passengers of the 3rd and 4th class pay as per agreement with the '*Ecossais*.

Baggage.—1st class, 100 kilos, free; 2nd class, 60 kilos; 3rd class, 30 kilos. The excess is charged according to the Tariff of each locality.

Children.—From 2 to 10 years of age, half fare for passage and living. They sleep with the persons who accompany them. One bed is allowed for two children paying half a passage. No charge is made for those under 2 years of age.

Passage by Short Stages.—Passengers are allowed to land at one or more intermediate places and continue their passage by the succeeding packets of the Company during the term of four months.

Return Tickets.—Passengers taking out and home tickets (except on the Algerian lines), and paying the fare in advance, are allowed a reduction of 10 per cent. on the passage money only. Return Tickets are available for four months.

Family Tickets.—Families consisting of three persons, and taking three passages, one of which is first class, are allowed a reduction of 10 per cent. These Return and Family Tickets are not granted on the Algerian lines, and the discount is off the passage money only. No reductions allowed on Through Tickets from London.

Observations on the Atlantic Services.

Living is included in the passage money. Each Cabin Passenger is allowed 4 cwt. of luggage free, children paying half passage 2 cwt., and those paying quarter passage 1 cwt., and Passengers between Decks 2 cwt. All over those weights will be charged according to the Company's Tariff.

Passengers are requested to address their Luggage in full. It is expressly forbidden to ship Merchandise as Luggage.

Children under 2 years of age are free; those from 3 to 8 years pay quarter passage; those from 8 to 12 half passage.

Passengers must call at the office of the Company at Bordeaux at least 4 hours before their departure, to deposit their passports.

Cabin Passengers can stop at one or more intermediate Ports, and continue their journey by the following Packet.

Return Tickets available for one year are granted with a reduction of 25 per cent. on transatlantic passages—Not transferable.

Servants of passengers are received as passengers between Decks, or can be admitted to Special Cabins at a reduction of 20 per cent. on the Fore-Cabin passage.

Berths are considered as taken, as soon as the passage money is paid. Should the passenger afterwards not go half the passage money will be forfeited as indemnity to the Company.

WASHINGTON HOTEL,

LIME STREET, LIVERPOOL.

Now under entire New Management.

This magnificent Building is one of the finest and most elaborately finished Hotels in the United Kingdom, covering an area of 1200 Square Yards, and contains 200 noble and spacious Rooms, fitted up with every luxury and requisite that modern art and experience can furnish.

The chief Coffee Room is 60 feet square, and will accommodate 300 Visitors.

The Hotel is situated on a commanding and beautiful site in the very heart of the town, opposite the LONDON AND NORTH-WESTERN RAILWAY STATION, ST. GEORGE'S HALL, the FREE PUBLIC LIBRARY AND MUSEUM, the WELLINGTON MONUMENT, and within a very easy distance of the TITHEBARN STREET (Exchange) STATION, the THEATRES, the GEORGE'S and NEW GREAT LANDING STAGES of the RIVER MERSEY.

Omnibuses to different parts of the town and suburbs pass the Hotel.

FRANK GOSWELL, Manager.

Late of the Pavilion Hotel, Folkstone, and Langham Hotel, London.

NORTH GERMAN LLOYD S.S. CO.

STEAM to NEW YORK from SOUTHAMPTON.

MAIL LINE.

The STEAMERS of the NORTH GERMAN LLOYD are appointed by Her Majesty's POSTMASTER-GENERAL to leave SOUTHAMPTON every TUESDAY, at 2 P.M., for NEW YORK direct:—

DONAU, 3,000 tons, 700-horse power.
WESER, 3,000 tons, 700-horse power.
UNION, 3,000 tons, 700-horse power.
MAIN, 3,000 tons, 700-horse power.

FARES:—FIRST CLASS, UPPER SALOON, £23; LOWER SALOON, £13.

These rates include Steward's fee, provisions, and all necessaries, except wines and liquors, which may be had on board at moderate prices.

Apply to PHILLIPPS, GRAVES, PHILLIPPS, & Co., St. Dunstan's House, London, E.C.; to CHAPLIN'S Universal Office, Regent Circus, W.; to HENRY GAZE, Tourists' Office, 163, Strand, W.C.; or to KELLER, WALLIS, & POSTLETHWAITE, Southampton.

THREE PRIZE MEDALS, PARIS, 1867.

ESTABLISHED IN 1706.

PICKLES, SAUCES, JAMS, PREPARED SOUPS, AND TABLE DELICACIES

FREE FROM ADULTERATION.

MANUFACTURED BY

CROSSE & BLACKWELL.

BY SPECIAL APPOINTMENTS PURVEYORS TO

THE EMPEROR OF THE FRENCH,

THE QUEEN,

THE KING OF THE BELGIANS.

SOHO SQUARE, LONDON.

Crosse & Blackwell's celebrated Manufactures, the quality of which cannot be surpassed, are obtainable of every Grocer and Italian Warehouseman in the United Kingdom. C. & B. particularly invite attention to their **Orange Marmalade**, made entirely from Seville Oranges, and to their **Pure Pickles**, prepared in Malt Vinegar of the highest quality, boiled in Oak Vats by means of Platinum Steam Coils. Their **Jams and Jellies** are all made by Steam Power, and are of unexceptionable quality. Their **Soups**, in pint and quart tins, ready for immediate use, comprising **Ox Tail, Mulligatawny, Hare, Mock Turtle, Jullien, Real Turtle, Vegetable, &c., &c.**, are most carefully prepared by a newly-discovered process, and are specially recommended.

THREE PRIZE MEDALS, PARIS, 1867.

UNION STEAM SHIP COMPANY,
LIMITED.

ROYAL MAIL SEMI-MONTHLY SERVICE
FROM
SOUTHAMPTON to the CAPE of GOOD HOPE,

On the 8th and 23rd, at 2 p.m., during the Winter Months; and on the 9th and 24th, at noon, during the Summer Months,

Receiving the Mails at Plymouth, and calling at Madeira to land Passengers.

RATES OF FREIGHT (TO BE PREPAID).

For Measurement Goods—per Ton of 40 cubic feet.

To Cape Town	£3 10*s.*
„ Mossel Bay	£4 0*s.*
„ Algoa Bay	£4 0*s.*
„ East London	£4 10*s.*
„ Natal	£5 0*s.*
„ St. Helena and Ascension, by the Steamer of the 8th only ..	£5 0*s.*

Specie—1¼ per cent. *Jewellery*—2 per cent.

For Parcels, cubic measure.

½ foot.	1 foot.	2 feet.	3 feet.	4 feet.	5 feet.
7*s.* 6*d.*	10*s.* 6*d.*	16*s.*	£1 1*s.*	£1 6*s.*	£1 11*s.*

Primage, 10 per cent. on the Rates for Cargo.

Packages to be distinctly marked with the Port of Destination.

GOODS SHOULD BE AT SOUTHAMPTON 2 DAYS, AND PARCELS 1 DAY, BEFORE THE SHIP'S DEPARTURE.

Parcels received at the London Office till 2 days before the departure of the Steamer.

For Horses or Sheep a week's notice is required to prepare Stalls.

Goods received on board this Company's Steamers only upon the terms and conditions contained in the Company's form of Bill of Lading, which may be procured of their Agents.

Apply to FALCONER & MERCER, East India Chambers, 32, Leadenhall Street, London; THOMAS HILL, Shipping Agent, Southampton.

The above Rates on Merchandise include the Railway Carriage from London, and Southampton Dock Charges.

*** The PENALTY imposed by the "Merchant Shipping Act," for shipping Goods of a dangerous nature without notice is £100; but Shippers are warned that, in the event of the destruction of, or damage to, other property, arising from the improper transmission of dangerous articles, the parties so offending are liable by Law for the full amount of all the damages that may be sustained through their misconduct; and, in the event of fatal results, would be exposed to a criminal prosecution.

ROYAL

CLAN TARTAN WAREHOUSE,

LONDON.

REAL SHETLAND SHAWLS AND VEILS.

BOYS' HIGHLAND SUITS IN ALL THE CLANS.

LADIES' FASHIONABLE TARTAN DRESSES AND SHAWLS,

SCOTCH TWEEDS, & LINSEY WOOLSEYS,

Of SCOTT ADIE'S Original Handloom Weaving, are now on View, in the largest choice for the present Season, and are well adapted for

Sea Voyages and Continental Travelling.

LADIES' WATERPROOF CLOAKS AND JACKETS

In the newest and most useful shapes; also

SCOTT ADIE'S FAMOUS

WATERPROOF INVERNESS CLOAKS

For Gentlemen, Manufactured Pure Highland Wools.

SHOOTING AND FISHING TWEEDS

In the Heather, Granite, Moss, Stone, and Natural Colours, in Textures suited for all Seasons and Climates.

SCOTT ADIE, 115, REGENT STREET,

Entrance at the Corner of Vigo Street only.

Not Connected with the House adjoining.

VALUE, IN BRITISH CURRENCY, OF MONEYS OF PRINCIPAL FOREIGN NATIONS.

	s.	d.		s.	d.
America (U.S.).					
Eagle	40	8	to 41	0	
Half Eagle	20	4	.. 20	6	
Dollar	4	1½	.. 4	2	
Austria.					
Ducat	9	3	to 9	4	
Silver Florin	1	11	.. 2	0	
Dollar	3	11	.. 4	0	
Zwanziger (20 Krtzrs.)	0	7½	.. 0	8	
Belgium.					
Gold Leopold (not current)	19	0	to 19	2	
Gold 10 Franc Piece	7	9	.. 7	10	
Silver 5 Franc	3	10	.. 3	11	
„ 1 Franc	0	9	.. 0	9½	
Brazils.					
Gold Piece, 6400 Reis	35	3	to 35	9	
„ 4000 „	19	8	.. 20	0	
Silver Piece, 1200 „	3	11	.. 4	0	
„ 960 „	3	9	.. 4	0	
„ 640 „	2	8	.. 2	9	
„ 320 „	1	3	.. 1	4	
„ 200 „	0	7½	.. 0	8	
Bremen.					
Louis d'or	16	0	to 16	2	
Gold Rigsbank Dollar	3	2	.. 3	4	
36 Grote Piece	1	5	.. 1	6	
Denmark.					
Christian d'or	16	1	to 16	3	
Silver Specie Dollar	4	2	.. 4	4	
Rigsbank Daler	2	1	.. 2	2	
Mark	—		.. 0	4½	
East Indies.					
Gold Mohur	29	0	to 32	0	
Rupee (16 annas)	1	10	.. 1	11	
1 anna (12 pie)	0	1	.. 0	1½	
Egypt.					
Gold New Sequin	10	1	to 10	4	
Egypt.—*cont.*					
Silver New Piastre	3	2	to 3	4	
„ Grush	1	1	.. 1	2	
France.					
Gold Napoleon	15	8	to 16	0	
Silver 5 Franc Piece	3	11	.. 4	0	
„ Franc	0	9	.. 0	9½	
Hamburg and Lubeck.					
Ducat	9	3	to 9	4	
Dollar	4	2	.. 4	3	
Mark	1	1	.. 1	1½	
Holland.					
Gold 10 Florin Piece	16	4	to 16	6	
„ Ducat	9	3	.. 9	4	
Silver Florin or Guilder	1	7	.. 1	8½	
Portugal.					
Gold Joanese	35	3	to 35	9	
Silver Crown	4	6	.. 4	8	
Silver Crusado	—		.. 2	3	
Prussia.					
Gold Frederick	16	4	to 16	9	
Silver Thaler	2	11	.. 3	0	
Silbergroschen	0	1	.. 0	1½	
Russia.					
Gold Half Imperial	16	3	to 16	4	
Ducat	9	2	.. 9	3	
Silver Rouble	3	0½	.. 3	1½	
Spain.					
Gold Doubloon	66	0	to 66	6	
„ Pistole	—		.. 16	6	
Silver Dollar	4	3	.. 4	6	
Sweden and Norway.					
Gold Ducat	9	2	to 9	3	
Spanish Dollar	4	3	.. 4	4	
Rigsbank Dollar	2	1	.. 2	2	
Rix Dollar Banco 48 Sk.	1	7	.. 1	8	

The National Bank

ISSUE CIRCULAR NOTES PAYABLE AT ALL THE PRINCIPAL CITIES AND TOWNS ON THE CONTINENT.

HEAD OFFICE—13, OLD BROAD STREET, LONDON, E.C.

JOHN PARKER, Manager and Public Officer.

WILLIAM FREDERICK INGELOW, Sub-Manager.

METROPOLITAN BRANCHES—

		Managers.
BAYSWATER, W.	19, Gloucester Gardens	B. R. RONALD
BELGRAVIA, S.W.	Grosvenor Gardens	P. R. DERRIMAN.
CAMDEN TOWN, N.W.	189, High Street	E. A. CHASTON.
CHARING CROSS, S.W.	9, Charing Cross	JOHN CLARK.
KING'S CROSS, N.	282, Pentonville Road	ROBERT J. MILLER.
NOTTING HILL, W.	158, High Street	SAMUEL LOVELL.
OXFORD STREET, W.	23, Old Cavendish Street	HORACE H. BLOXHAM.

COPY YOUR LETTERS BY WEDGWOOD'S

PATENT MANIFOLD WRITER.

The Patentees have much improved this Invention, whereby 10 or 12 impressions may now be obtained at one writing, without the use of Water or Press. It is easy of operation, cheap, and portable, and especially adapted for travellers and private persons.

WEDGWOOD AND SON,

Manufacturers of

DRESSING CASES, DESPATCH BOXES, PORTMANTEAUS, AND TRAVELLING BAGS.

Their NEW EXPANDING BAG is the most convenient ever made, as it contracts to the space of 4 inches, or expands sufficiently to hold 2 Suits of Clothes and Linen for a month's journey, with Dressing Case, £6; or without do., £2 15s.

MANUFACTORY, 9, CORNHILL, LONDON.

J. PONZINI & SON,

22, HATTON GARDEN, LONDON, E.C.,

CARVERS, GILDERS,

Looking Glass and Picture Frame

MANUFACTURERS.

AN ASSORTMENT OF SUPERIOR DESIGNS KEPT IN STOCK.

Samples to be seen in the Show Room.

Every description of CARVING and GILDING executed on the Establishment.

ESTIMATES GIVEN,

AND WORKMEN SENT TO ALL PARTS OF THE KINGDOM.

HAYWARDS,
LACEMEN,

80 & 81, OXFORD STREET, LONDON.

ESTABLISHED 1770.

LACEMEN BY SPECIAL APPOINTMENT

TO THE

ROYAL FAMILIES OF ENGLAND, FRANCE, AND BELGIUM.

FOREIGN AND BRITISH LACE.

Brussels Lace Squares	from	6½ to 200 Guineas.
Brussels Lace Half Shawls	„	7½ to 150 „
Brussels Lace Flouncings	„	12 to 140 „
Honiton Lace Squares	„	3 to 50 „
Honiton Lace Flouncings	„	7 to 55 „
Black Real Point Lace Flouncings	„	20 to 70 „
Black Real Point Lace Squares	„	15 to 150 „
Black Imitation Lace Squares	„	30 Shillings to 6 Guineas.
Black Real Point Lace Half Shawls	„	8 to 150 Guineas.

Beautiful Specimens of ANTIQUE LACE.

Brussels, Honiton, and Black Lace FANS and PARASOLS.

THE NEWEST AND BEST STYLES IN LACE MANTLES, CAPES, BODICES, COLLARS AND SLEEVES, ETC.

LADIES' READY-MADE LINEN FOR WEDDING AND INDIA OUTFITS.

INFANTS' LAYETTES.

FRENCH MILLINERY and MANTLES in the latest Paris Fashions.

DENTISTRY

PAINLESS.

MESSRS. GABRIEL,

THE OLD ESTABLISHED

DENTISTS,

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